





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 "POWAN," ..... 2,338 " ..... " W. A. Valentini.  
 "FATSHAN," ..... 2,266 " ..... " R. D. Thomas.  
 "HANKOW," ..... 3,073 " ..... " O. V. Lloyd.  
 "KINSHAN," ..... 1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," ..... 1,998 tons ..... Captain G. F. Morrison, R.M.N.  
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.  
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 8 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.  
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,19 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. &amp; C. MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain J. Willox.  
 "NANNING," ..... 569 " ..... " C. Butchart.

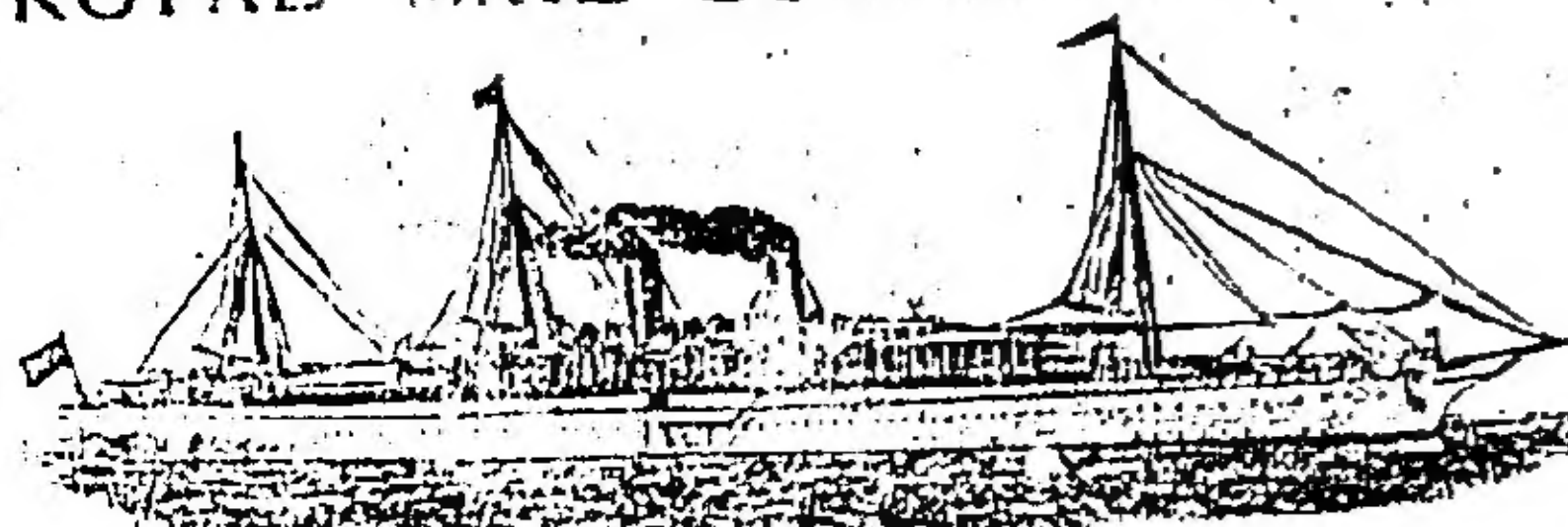
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahoning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow ..... Single \$15.00, Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50, Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 18th June, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.  
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	2,440	WEDNESDAY, June 27	August 1
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 1
"EMPEROR OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPEROR OF INDIA"	6,000	WEDNESDAY, August 22	September 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class ..... via St. Lawrence £60. Via New York £65.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—  
 W. W. CRADDOCK, Acting General Agent,  
 Corner Pedder Street and Praya, opposite Blake Pier. [13]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
 Captain T. AUSTIN, R.M.N.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7:30 A.M., and returns from Macao at 2:30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$1; Return Ticket, \$1; 2nd Class, \$1; 3rd Class, 50 cents.

## SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, 50.  
 1st Class—Return, \$1; with Cabin, 50.  
 3rd Class—Single, 40 cents; Return, 60 cents.  
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the following day (Monday) on production of the Return Ticket, should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ..... 1,304 ..... T. R. MEAD.

"KWONG TUNG" ..... 1,238 ..... R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4

Meals ..... \$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6:30 P.M.

1st Class single \$1 with cabin \$2.00, return \$3.50.

2nd Class single \$0.80, return \$1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf at Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 22nd June, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN.....	WEDNESDAY, 4th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNIESEN.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

ON WEDNESDAY, the 4th day of July, 1906, at Noon, the Steamship ZIETEN, Captain F. von Binner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
 Shipping Orders will be granted till Noon, on MONDAY, the 2nd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 3rd July.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£44. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN & HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND.....	3,302	TUESDAY, 24th July.
WILLEHAD.....	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this Port as above.  
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18. —	£18.10	£14.00	Return £42.00	£37.15
TO BRISBANE	£30. —	£10. —	£14. —	Return £54. —	£36. —
TO SYDNEY	£33. —	£13. —	£15. —	Return £59.10	£41.10
TO MELBOURNE	£34.10	£14.10	£16. —	Return £62.5	£44.5
TO YOKOHAMA	\$30.00	\$20.00	\$10.00	Return \$170.00	\$120. —
TO KOBE	\$35.00	\$20.00	\$10.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamer, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE	PRINZ SIGISMUND.....	WEDNESDAY, 4th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAVERN.....	WEDNESDAY, 4th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD.....	WEDNESDAY, 18th July.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	61. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 22nd June, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 3rd, 1905.

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## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED. LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &amp;c.

## F. BLACKHEAD &amp; CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.  
 NO PUMPS. NO ROSE. AUTOMATIC.  
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.  
 Guaranteed to remain in working order for any length of time.  
 SIMPLEST HANDLING.

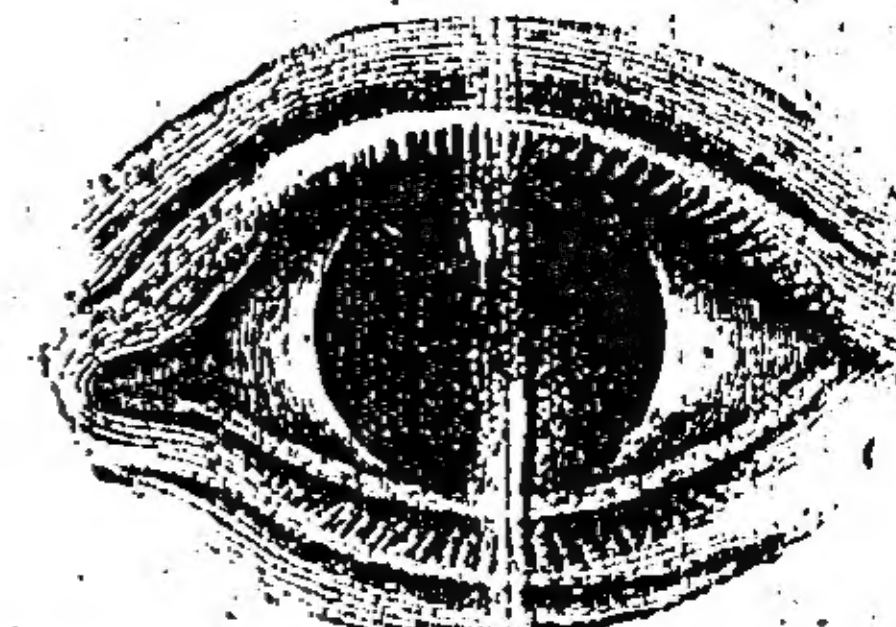
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

## IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.  
 Is self-acting. Destroys all smoke. Can be used by anyone, even lady or child.  
 Minimum of Price, Weight and Size.  
 Hongkong, 10th May, 1905.

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## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.  
 Hongkong, 27th November, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKINGO and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30.  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—  
 BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA.	First half July	JAPAN VIA SHANGHAI	First half July
TJINAHU.	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP.	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 371,  
 YORK BUILDING, 1st Floor,  
 Hongkong, 19th June, 1906.

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**Intimation.**

# Powell's

**ARTISTIC FURNISHERS.**

PRESENT DAY  
DESIGNS  
FOR LOCAL  
REQUIRE-  
MENTS.

**ESTIMATES**  
and  
**DESIGNS**

FOR  
**PRIVATE**  
**RESIDENCES**  
OR  
**PUBLIC**  
**INSTITUTIONS**

FREE ON APPLICATION.

**LETTER**  
and  
**COAST**  
**ENQUIRIES**  
HAVE OUR PROMPT  
ATTENTION.

Phone: 346.

Tele: "Polo,"

Hongkong

**W.M. POWELL,**  
**LTD.,**  
**ALEXANDRA**  
**BUILDINGS,**

Des Voeux Road.

Hongkong, 20th June, 1906.

**Intimations.**

**K. A. J. OHTOMALL & CO.,**  
8, D'AGUIAR STREET.

**NEWLY OPENED SILK STORE.**

**Indian, Chinese and**  
**Japanese Silk Goods.**

**Just Arrived.**

SOCKS (Linen) LADIES' AND GENTLEMEN'S.  
GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.  
SANDALWOOD BOXES (INLAID).  
HANDKERCHIEF BOXES, GLOVE BOXES.  
MONEY BOXES, &c.  
LINEN HANDKERCHIEFS, JAVA SERONGS.  
MANDARIN COATS, COTTON SHIRTS.  
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [539]

**SURPLUS PROVISIONS.**

TENDERS are invited for the PURCHASE of SALT BEEF, SALT PORK, JAMS of Sorts, MARMALADE, COFFEE, &c., which on account of the reduced Squadron on this Station are surplus to requirements.

The Stores can be seen at H. M. Victualling Yard and all particulars can be obtained from the Victualling Store Officer.

WM. HOGARTH,  
Victualling Store Officer.  
H. M. Victualling Yard,  
Hongkong, 18th June, 1906. [660]

**CIGARS.**

**DUTCH CIGARS.**  
MIXTURE OF JAVA AND BRAZIL TOBACCO WITH SUMATRA COVER.  
Well-known brands are:—  
Mercurio (Cigarettes). Orlanda. Carlo Basto.  
Flor de Flores. Timosa. Don Alonso.  
La Bella Rita. Club. Excelente

**HAMBURG CIGARS**  
OF BEST BRAZIL TOBACCO.  
Roland von Hamburg. Recordschlager.  
Aristocracia. Flor de Mondeg.  
Hammonia Docks.  
Best everything of same origin.

**VIRGINIA CIGARS**  
OF BEST VIRGINIA TOBACCO.  
Liliput Export. Delicatas.  
Liliput Proprietario. Proprietario.  
Export.

**SOLE IMPORTERS:—**  
**LÜTGENS, EINSTAMM & CO.,**  
2, Pedder Street, 2.  
Third Floor. Please take the Lift.  
Hongkong, 12th April, 1906. [60]

**A. CHAZALON & CO.**

**JUST UNPACKED.**

**A NEW Consignment of the following:—**

ANCHOVY (Norwegian) in Kegs.  
SALMON BELLIES " "  
SALTED HERRINGS " "  
" MACKARELS " "  
GERMAN SAUSAGES in Tin (Assorted).  
" " in Skins.  
" ASPARAGUS.  
" VEGETABLES (Assorted).  
FRENCH FRUITS in SYRUP (Assorted).  
STUFFED OLIVES.  
" ANCHOVY in OIL (Bouillies).  
" " ALSO

PASCAL'S ASSORTED SWEETS and TOFFEEES.  
Hongkong, 12th May, 1906. [61]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

**SOLE AGENTS FOR**  
HARTMAN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND HARTMAN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.

**Sole Agents for**  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS' STORES AND REQUISITES  
ALWAYS IN STOCK

**REASONABLE PRICES.**  
Hongkong, 7th March, 1905. [62]

## THE SAILING-SHIP "ATLAS"

## STORIES OF TERRIBLE TREATMENT

## INQUIRY AT YOKOHAMA.

The *Advertiser* publishes the following accounts of treatment which the crew allege was meted out to them by the master and officers of the American sailing-ship "Atlas":—

"If the statements of a number of the crew of the good sailing vessel 'Atlas,' now in this port, are to be believed, she must have been a veritable hell.

"Clapped into irons on the least provocation, kicks, cuffs and blows while struggling spread eagle style, lashed by the officers with the rope's end while spinning the captain on the spot, rations for almost five months a diet of salted meat, and porridge, knocked over the head with mauling spikes, appears to have been the daily programme on the vessel, and finally when the men demanded to see the Consul a few days ago, the captain fired a revolver at one of the crew, and put every man he could muster in irons on Monday, until the sailor who was fired at, driven aloft by the officers, plunged into the sea, swam to a sampan and brought word of the miserable plight of himself and shipmates to Consul-General Miller, who yesterday held an investigation, and examined several of the crew and the captain.

"A representative of the *Advertiser* interviewed several of the men separately, and their stories were similar in every particular, and told of most inhuman treatment on the part of the captain and officers, while on the other hand the stories as told by the captain would tend to show that the men refused to obey orders, and were mutinous, and were punished unless they deserved it. But such is the terrible dread the men have of returning to the vessel that several of them state that they are in fear of their lives, which the officers, they say, threatened to take before they reached New York, that they declare if compelled to ship on the 'Atlas' again, they would jump into the sea on the first opportunity rather than suffer further brutality at the hands of the officers. They even state that they will forego all wages due, rather than step on the vessel again.

"The matter is now in the hands of Consul-General Miller, who as representative of the United States Government, took the testimony of the men, and just what steps he will take is unknown yet. The Consul sent Dr. Jones as his representative aboard the 'Atlas' last night, to examine the men now aboard, many of whom signed a paper to the effect that they would testify as to the state of affairs during the voyage.

"Albert Kneipp, an able-bodied seaman aboard the 'Atlas,' when interviewed, stated that the second mate, shortly after they had left New York beat him with a rope and ordered him to work faster, and that on several occasions afterwards the same mate brutally punched him on the face and kicked him all over the body. Kneipp admitted that this was his first voyage as a sailor, and would certainly be his last. When he signed the articles in New York, he was not asked whether he was a sailor or not. During the voyage, it was no unusual thing for the second mate to throw belaying pins at himself and other members of the crew. For food, he stated, they got but about a pint of salt beef a day. Their allowance of water was about a pint. The captain also struck him on the head so that he could not turn around for two days, and on many occasions he threatened to string him up to the yard arm. At night they stole the hard biscuits which were thrown to the chickens, such was their hunger. 'When I asked to see the American Consul,' said Kneipp, 'the captain put me in irons together with several others of the crew and strung us up in the sail room, so that we were compelled to stand up day and night until released this morning. I will jump overboard the first rather than return to the 'Atlas.'"

"O. W. White, a German citizen, who was an able-bodied seaman on board the 'Atlas,' said: 'I have been to sea fourteen years, and I have never received such treatment as I received aboard the 'Atlas.' Why, only two months ago, the captain held a pistol at my head and told me I would never see my country again, and he then threatened to kill me. Up till the last two weeks of the voyage we never got enough to eat, and the second and third mates were always beating me. I could not speak a word of English when I shipped on the 'Atlas,' and one day because I omitted to say 'Sir,' the second mate seized me by the throat and almost choked me, and on another occasion the third mate drew a knife and threatened to kill me. One day I did not understand an order the third mate gave, when he rushed at me and struck me with a belaying pin. 'Don't kill him yet,' the captain shouted to the mate, 'I want to make a man out of him before he dies.' We were repeatedly beat with the rope's end to make us run and work faster, and nearly all the men have black eyes and want to leave the ship.' This sailor corroborated the statement of the other in regard to short rations and scarcity of water.

"Bernard Griel, another German sailor aboard the 'Atlas,' stated: 'The captain and the first mate struck me repeatedly on the face, and strung me up when in irons until my toes just touched the ground. On one occasion I was in that position for 5 hours, when the captain came up to me and kicked me repeatedly. The second mate always used a rope or stick on us when we 'spun the captain.'"

"Francis McKay, a Scotchman and able-bodied seaman, like the most exciting story to tell. 'What I have got to say is against the captain and second mate. On one occasion the second mate struck me a violent blow on the face because I let a rope fall out of my hands. The captain put me in irons one time because I did not respond quickly to an order after working for 20 hours at a spell. When I was in irons he choked me so that his finger nails galled my flesh and made nasty wounds, for which he gave medicine. When heaving the captain the second mate always stood by and thrashed us with rope's end. Last Monday morning for permission to go ashore and see the Consul, when he ordered me to turn to, I obeyed. A short time afterwards he called the crew aft and said that no one would be allowed to go ashore to see the Consul, and that if we said anything more about it he would put us in irons. He then ordered us to the fore-castle and again, and I being somewhat behind the rest, on joining them saw all in irons with the captain standing over them with a revolver. He ordered me to hold up my hands for irons, but refused, and I backed away when he drew his revolver on me and fired a shot which went by my cheek. I then ran aloft and called out to a three-masted ship to summon the police aboard the 'Atlas,' and the officers followed me a short way up and ordered me down. I refused, and seeing the captain with two revolvers, I jumped into the sea and swam to a sampan fifty yards on and came ashore to tell the Consul my story.

"We suffered for want of food and water, and begged and pleaded for the latter. During the voyage we were fed on salt, salted meat and porridge which we caught; the flesh of the shark made some of us quite sick. The salted meat we had to skin before we could eat. If I have to go aboard that ship again, either the

captain or I will be killed, for I cannot stand any more of this brutal treatment and starvation.

Seamen: Chapie, Meimake, Frederic, Schaberg, Vigo Nelson, Frederic, Jensen and J. Griel also had come to talk of the treatment accorded them by the captain, first and second mates, and the four latter said they chose death in preference to going back to the 'Atlas.' Captain Amberson of the 'Atlas' stated that the men who were punished refused to work or obey orders, and were put in irons. As to the shortage of water complained of by the men, he remarked that they had all that was allowed by law, and if he gave all that was allowed to the men to drink, they would have none to make tea or coffee or to cook with, consequently they each got about two pints daily of drinking water. He admitted firing his revolver over McKay's head, who, he declared, called upon the crew to resist the officers, and it was necessary to show them that he was in authority."

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
**TOMORROW,**  
the 23rd June, 1906, at Noon, on: Marine Lots Nos. 48 and 50, Yau-ma-tei.  
About 500 Tons JAPANESE DUST COAL.  
" 1,200 " "IDA LUMP COAL.  
" 300 " "JAP. UNSCREENED COAL.  
" 200 " "KARATZU DO."  
All in good condition in lots of 100 tons each.  
TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 22nd June, 1906. [664]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
**TOMORROW,**  
the 23rd June, 1906, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,  
A QUANTITY OF  
MISCELLANEOUS ARTICLES,  
Comprising:—  
MICROSCOPE by Beck, NAVAL TELES.  
COPIES, SEXTANTS, BINOCULARS, SILK UMBRELLAS, LADY'S DRESSING CASES, ELECTRIC MACHINES, RAINCOATS, BOOTS, SILVER CLOISONNE VASES, BANTJOES, GUITARS, HATS, CAPS, FANCY GOODS &c., &c., &c.

ALSO,  
CLOCKS, Benson's GOLD WATCHES, DIAMOND RINGS, PINS and English GOLD CHAINS.  
Catalogues will be issued.  
TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 22nd June, 1906. [662]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**TUESDAY,**  
the 26th June, 1906, at 2.30 P.M., at No. 3, Blue Buildings, Top Floor,  
**SUNDY**  
**HOUSEHOLD FURNITURE,**  
Comprising:—  
DOUBLE and SINGLE IRON BED-STEADS with WIRE MATTRESSES, DOUBLE and SINGLE TEAKWOOD WARDROBES, CAMPHOR WOOD CHEST-OF-DRAWERS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, PICTURES, BOOK-CASE, BLACKWOOD CABINET, MUSICAL BOX, &c., &c., &c.

ALSO  
One COTTAGE PIANO, by Schedmayer and Soehne, Stuttgart (in good order and condition).  
Catalogues will be issued.  
TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 20th June, 1906. [659]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**THURSDAY,**  
the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,  
**COMPLETE CEMENT FACTORY,**  
Originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Antony Charlamiewitch Teljukov of Sibirsk.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists, among others of:—  
LOCOMOBILES (Wolf, Magdeburg).  
MILLING MACHINES (Smidt, Copenhagen).  
COOLING INSTALLATIONS (Atlas Fabr.).  
ELECTRICAL (Allg. Elec. Comp.).  
TRUCKS, &c. (Orenstein & Koppel).  
&c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kjakadorph, near Malmo in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—  
**SIEMSEN & CO.,**  
Hamburg & Hongkong,  
and  
**LAWYER BUBNOFF,**  
in St. Petersburg, Wassili Ostrow, 4 Linie, Haus No. 5,  
as well as from the Auctioneers,  
**Messrs. HUGHES & HOUGH,**  
Hongkong, 18th May, 1906. [618]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.  
PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.  
LARGE SELECTION OF VIEWS ALWAYS ON HAND.  
PRICE VERY MODERATE.  
Hongkong, 15th September, 1905. [65]

## To Let.

**TO LET.**  
"HAYTOR," THE PEAK.  
Immediate Possession.  
OFFICES in KING'S BUILDING and YORK BUILDING.  
GODOWNS on PRAVA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
A HOUSE in RIFON TERRACE.  
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 18th June, 1906. [72]

## TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 30th December, 1905. [74]

## TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 27th June, 1905. [73]

## TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.  
Floor Area 6,100 square feet each.  
Apply to—  
JARDINE, MATHESON & Co.  
Hongkong, 20th January, 1906. [147]

## TO LET.

NO. 2, OLD BAILEY.  
Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 26th April, 1906. [102]

## Consignees.

## "DEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENARTY,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 25th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st June, 1906. [661]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

## "SARDINIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 20th June, 1906. [74]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 26th instant, at 9.30 A.M.

All Claims must reach us before the 2nd of July, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELBURN & Co., Agents.  
Hongkong, 20th June, 1906. [74]

## Intimations.



**THE POPULAR**  
**SCOTCH**  
**IS**  
**"BLACK & WHITE"**



**JAMES BUCHANAN & CO.**

SCOTCH WHISKY DISTILLERS.

By Appointment to

**H.M. THE KING**

and

**HRH THE PRINCE OF WALES**

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [51]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 16 doz. pints.

Special Prices for Quantities.

Sole Agents:—

**SIEMSEN & CO.**

Hongkong, 10th January, 1905. [65]

## THE WINE GROWERS

## SUPPLY CO.



**BARRETTO & Co.,**

General Agents, Hongkong.

## SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry ..... \$3.00 per Dozen

Pale Sherry Dry (Gold Capsules) ..... 10.00 "

Pale Sherry Dry (Red Capsules) ..... 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

## MADEIRA.

Silver Capsules ..... \$12.00 "

Gold Do. .... 14.00 "

Red Do. .... 16.00 "

## MARSALA.

Marsala ..... \$12.00 per Dozen

## MOSCATEL.

Gold Capsules ..... \$10.00 per Dozen

Red Do. .... 12.00 "

## MALAGA.

Dark Malaga ..... \$8.00 per Dozen

White Do. .... 10.00 "

**BARRETTO & Co.,**

Agents,

Nos. 22 & 24, Bank Buildings, Queen's Road Central

Hongkong, 10th July, 1905. [19]



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

**ERATED WATER**  
MANUFACTURERS.

In the manufacture of High Class Mineral  
Waters the following are essential—  
**PURE WATER.**

**UP-TO-DATE PLANT.**

**THE BEST OF MATERIALS**  
AND  
**EXPERT MANIPULATION.**

All these conditions are obtained in  
Waters of our manufacture.

**Absolute Purity.** Repeated analyses  
both locally and at home guarantee this.

**Up-to-date Plant.** Our policy is to  
continually introduce every modern im-  
provement in machinery and appliances and  
although such changes are invariably costly in  
the first instance the results attained in  
**Perfect Aeration** and economies in  
working justify them.

**The Finest Materials** only are used.

**English Experts** manage our factories,  
and our Waters are acknowledged by leading  
English Makers to be equal to those of  
their own manufacture.

These results have only been obtained  
through constant experiment; the adverse  
climatic conditions of Tropical Climates for  
the successful manufacture of high Class  
Aerated Waters, necessitating special study.

**Our Stone Ginger Beer** is the only  
successful production of its kind in Tropical  
Countries. It at once became popular and  
increasing sales testify to increasing popular-  
ity. Brewed from the finest Jamaica Ginger  
it is perfectly wholesome and is an ideal  
summer beverage.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.  
Hongkong, 21st June, 1906.

## POST CARD COMPETITION.

To all purchasers at  
our Establishment of \$1  
and upwards between  
June 1st and June 25th  
will be given a Coupon  
entitling them to enter  
the following Competi-  
tion. The largest num-  
ber of English words  
that can be made from  
"MARIE BRIZARD."

- 1st Prize:  
1 Case Pts. Per-  
inet & Fils  
Champagne \$56.50  
2nd Prize:  
1 Case Royal  
Old Highland  
Whisky - - 24.00  
3rd Prize:  
1 Case MacIn-  
tosh Whisky 10.00

AND  
10 CONSOLATION PRIZES.

In the event of ties to  
be drawn for. All replies  
to be sent on Post-cards  
only. Prizes will be dis-  
tributed the 30th June  
when all cards may be  
inspected at our office.

CASH LESS 10%  
CREDIT LESS 5%.

**GREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS.  
19, QUEEN'S ROAD CENTRAL.  
Hongkong, 20th May, 1906.

NOTICE.  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$30 per annum.  
WEEKLY—\$10 per annum.  
The rates per quarter and per month, proportionate.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 22, 1906.

### MINERALS IN THE NEW TERRITORIES.

Rather more than three months ago we  
expressed considerable satisfaction in the ex-  
clusive information we were then enabled to  
convey to our readers in the fact that the  
mineral resources of the New Territories,  
which have been annexed under the Kowloon  
Convention, would no longer be considered  
a doubtful asset; for, as we asserted, we  
had positive and absolutely reliable infor-  
mation that such resources do exist, and, thanks  
to the enterprise of a prominent, and per-  
haps the leading, citizen in Hongkong these  
resources would, sooner than most people  
imagine, be developed, much to the advantage  
of the Territories and of Hongkong. We  
left no room for doubt in the minds of  
our readers as to whom we referred to as  
"a prominent, and perhaps the leading, citizen  
in Hongkong." Sir Matthew Nathan yester-  
day made it clear to whose enterprising spirit  
the Colony owes for the first attempt, since  
the inauguration of British administration,  
made in exploiting the mineral resources of  
the additional territory of Hongkong. In  
explanation of the Bill, introduced by the  
Honourable Attorney General, the Governor  
observed that the origin of the measure now  
being introduced is an application which  
was received in July of last year from the  
Hon. Sir Paul Chater for a licence for him-  
self and his employees with respect to  
minerals in the New Territory. It was  
pointed out that attempts had been made to  
get minerals from what are now the New  
Territories at the time before these Territo-  
ries came under British jurisdiction, but the  
gentlemen who had taken up the under-  
taking again were confident that they are  
likely to meet with more success in the  
future than had been met with in the past.

That confidence is established on solid  
grounds. The indisputable information we  
were the first to communicate to the general  
public established the fact that iron ore had  
actually been found in the neighbourhood  
of Three-Fathom Cove and the flank of the  
mountain known as Ma On Shan. There  
are, as it must be well aware, many pre-  
liminary difficulties to be overcome in  
launching a scheme for developing the  
"finds" which have fortunately rewarded the  
enterprise of Sir Paul Chater. On the ground  
that success in mineral researches will greatly  
assist the development of the dependency of  
Hongkong, the Colony must surely welcome  
the assurance that Government will give  
prospectors every reasonable assistance. Sir  
Matthew Nathan was advised by the law  
Officers of the Crown that he had no power,  
as matters stood, to grant the permission to  
mine in the Colony which was asked for by  
Sir Paul Chater. The Governor explained  
in Council yesterday that Article 12 of the  
Letters Patent of 19th January, 1888,  
constituting the office of Governor and the  
Commander-in-Chief of Hongkong and its  
dependencies, set forth the power of the  
Governor as regards grants: No instructions  
have been addressed to the Governor of  
Hongkong with regard to the disposition of  
land for mining purposes, and as there are no  
laws or regulations in force dealing with the  
matter, the Attorney-General advised that the  
simplest way of dealing with it was for the  
Council to pass a short Bill giving the  
Governor-in-Council the necessary authority  
to grant licences and mining leases. The  
principal provisions of the Bill are three  
in number. The first relates to power to  
grant prospecting licences, wherein a pro-  
viso exists that no "licence shall be granted  
for a period longer than six months, renew-  
able or not as to the Governor-in-Council  
may seem fit." The second clause provides  
power for the Governor-in-Council "to grant  
licence and authority to any person to get  
and carry away in and from any Crown land  
such metals or minerals as may be specified  
in such licence whether such land be then  
held under lease from the Crown or other-  
wise: provided that no such licence shall be  
granted for a period longer than one year,  
renewable or not as to the Governor-in-  
Council may seem fit." The granting of  
leases is provided for by the third clause

whereby "it shall be lawful for the Governor

to grant and agree to grant, for any term not  
exceeding twenty-five years (or for such  
longer term as a Secretary of State may  
authorise), in the name and on behalf of the  
King, such leases as may be declared by the  
Governor-in-Council to be expedient to be  
granted for the purpose of working such  
mines, metals or minerals as may be specified  
in such leases, upon such terms and subject  
to such conditions as the Governor-in-  
Council may in each case determine." The  
Bill confers power also upon the Govern-  
or to make regulations for the purposes of  
the Ordinance. Such regulations may fix  
the fees and rents and royalties to be paid  
in respect of such licences or leases and may  
provide for the recovery of such fees, rents  
and royalties. There is, lastly, the provision  
of a clause for breaches of regulations which  
are subject to penalties not exceeding two  
hundred dollars. Hongkong's experiences  
in mining ventures in the past, outside the  
territorial limits of the Colony, notably in  
the Malay States, have proved anything but  
encouraging to the employment of capital  
in mineral researches. Nevertheless, the  
promising results attending the efforts of Sir  
Paul Chater will be watched with the utmost  
interest and the greatest anticipations. May  
the future reveal still brighter prospects  
but the united wish of one and all con-  
cerned with the development and greater  
prosperity of the Colony.

### LOCAL AND GENERAL.

ONLY two Chinese cases of plague appear on  
the returns to-day.

THE German mail of the 23rd May was de-  
livered in London on the 21st inst.

LIEUTENANT W. F. LUNDEN, Royal Garrison  
Artillery, left per s.s. *Empress of India*, on the  
20th inst., for Scotland via Canada for duty.

LEAVE of absence to the neighbouring coun-  
tries, on private affairs, has been granted to  
Major H. J. Kelsall, Royal Garrison Artillery,  
from 11th July to 17th October.

THE master of the s.s. *Childar* which arrived  
from Bangkok to-day reports having seen two  
steamers stranded near the Kulao Rai Light.  
One of the two ill-fated vessels must be the  
wreck of the *Cashang*.

It is reported from Kumamoto that a youth  
named Tsunetomo Hideo, nineteen years of  
age, committed suicide by throwing himself into  
the crater of Aso on the morning of the 6th  
inst. He left only a few words to the effect  
that he desired to die, being tired of life. This  
is the third suicide of this kind which has taken  
place during the past few weeks.

PROFESSOR OMORI, the distinguished Japanese  
seismologist, who is at present making investi-  
gations at San Francisco, is represented in a  
London message to the *Nichi Nichi* to have  
expressed the opinion that the San Francisco  
earthquake concludes a series of earthquakes,  
which, beginning years ago, affected the whole  
surface of the Pacific earthquake zone. He  
thinks a repetition of them to be unlikely.

A RETURN by the Japanese Commercial Agent  
at Vladivostok to the Foreign Office in Tokio  
shows that there are 2,000 Japanese subjects  
in the Russian port. Among them are 43  
merchants, 7 doctors, 4 tailors, 4 washermen, 6  
barbers, 2 goldsmiths, 7 clock-makers, 7 car-  
penters, 5 blacksmiths, and 17 lodging-house  
keepers. Besides the above there are 200  
Japanese in Habarovsk and 250 in Nicolaievsk.

A GENSAN dispatch to the *Osaka Asahi* states  
that on the 30th ultimo 225 Japanese, the crews  
of fifteen steam-launches engaged in diving  
operations at Changjin-li, Kangwon province,  
were attacked by about 1,000 Korean insurgents.  
The men engaged in battle six times during the  
day and night. The Japanese proved unable  
to resist the force, and a messenger arrived at  
the Japanese Residency at Gensan on the 7th  
instant asking for assistance.

SOME days ago a Chinese woman summoned  
her husband, a contractor, residing at 4, Wing  
Wo Road, for support. Mr. F. A. Hazeland,  
who heard the case, attempted to settle the  
matter amicably between the parties and the  
case was discharged. Yesterday morning the  
woman appeared against her husband again  
and informed the Court that when she went  
home she was not properly treated. His Wor-  
ship made an order that defendant is to pay his  
wife \$15 a month to maintain her and her  
children.

By kind permission of Lieut.-Col. A. G. Fitton,  
D.S.O., and Officers, the Band of the 2nd Batt.,  
"The Queen's Own" (Royal West Kent Regt.),  
will play the following programme of music,  
during dinner, at the Hongkong Hotel, on  
Saturday, 23rd inst.:

March—"The Boys of the Old Brigade".....Barri  
Overture to....."L'Esperanza".....Bouland  
Selection from....."La Fille du Diable".....Audran  
Valse....."Donna Weller".....Ravocci  
Intermezzo....."Loin du Bal".....Gillet  
Song (Comet Solo)....."Oh! My Those Tears".....Riego  
Selection from....."The Ship Girl".....Carly  
The Dances' Jubilee.....Turner  
God Save the King.

RECENTLY an enormous turtle was caught off  
Haibara, Shizuoka Prefecture. The turtle was  
brought to the fish market in Shizuoka, and  
was found to be six feet long, four feet wide,  
and weighing about 350 pounds. Broken in  
the fish-market the turtle, took it to  
Shimo Island, and there liberated it, believing  
that the generous act would bring prosperity  
to their business. The *Japan Chronicle* is in-  
formed that turtles are frequently given *sake*  
before being thus liberated, while a religious  
inscription is sometimes written upon their  
backs.

TO-DAY is the first anniversary of the birth of  
the late Right Honourable Richard J. Seddon,  
Premier of New Zealand, whose lamented  
death, as we have already announced, took  
place on the 9th inst.

A NAGASAKI dispatch to the *Asahi* states  
that one of the officers of the German steamer  
*Roon* has been arrested on a charge of violat-  
ing the Fortified Zone Law, having taken a  
photograph of Nagasaki Harbour without  
permission.

THE Japanese Department of Agriculture and  
Commerce has decided to grant subsidies this  
year to the Kyoto weaving and porcelain ex-  
perimental colleges, the Saitama Dyeing School,  
the Gumma Industrial Experimental School,  
similar institutions at Osaka, Yamaguchi,  
Fukushima, Yamaguchi, Fukui, and Ehime,  
and the Iwate Weaving School.

LANCSE-SEARGANT COUNSELL charged the master  
of an unlicensed junk named *Tung Tab Lee*,  
before Mr. H. H. J. Gompertz, at the Magis-  
tracy this morning, with anchoring his boat in  
the Central Fairway last night. Defendant  
said he had only just arrived from Canton and  
did not know where he was, so he dropped anchor.  
His Worship imposed a fine of \$5.

ON the 30th ultimo 65 Chinese students were  
admitted in the Tokio Mercantile Marine Col-  
lege. The course of their training will be  
completed in six years and in the last two  
years, they will be trained in gunnery and  
other offensive tactics on the same lines as  
the training in the Naval Staff College. These  
students have been sent to Japan and are  
maintained by the Chinese Government.

PROGRAMME of music to be performed by the  
Band of the 2nd Batt., Royal West Kent Regt.,  
on the New Parade Ground, on Monday next,  
from 5 to 6.30 p.m.:

March—"The Chariot".....Souza  
Overture....."Charles VI".....Halvey  
Selection from....."Cavalleria Rusticana".....Macagnoli  
Valse....."My Queen".....Bacalossi  
Huang Sheng....."The King of the Mountains".....Bacalossi  
Selection from....."Les Cloches de Corneville".....Piaquette  
God Save the King.

ON the night of the 20th inst., while  
three Korean gentlemen were walking  
along D'Almeida Street, a coolie succeeded  
in picking the pockets of one of them.  
A *lukong* who noticed the affair gave  
chase and a long race ensued. The coolie  
would not have been arrested had he not had  
a fall. However, he was taken in charge  
and removed to the lock-up, but the purse  
could not be found, the coolie having thrown  
it away during the chase. He was placed  
before Mr. H. H. J. Gompertz, at the Police  
Court this morning, charged with theft. Pri-  
soner said the purse was given him. Evidence  
was heard and his Worship sentenced him to  
one month's hard labour and six hours' stocks.

KEUNG Wing, a coolie, residing at No. 11,  
Station Street, Mong-kok, was charged before  
Mr. H. H. J. Gompertz, at the Magistracy, this  
morning, with stealing a silver watch, one gold  
sweeper and a gold ornament, total value \$17,  
from a clothes dealer of No. 33, Station Street.  
The accused denied the charge. The com-  
plainant said that defendant paid him a visit  
yesterday. When he arrived the watch, on  
which was attached the gold coins, was hung on  
the wall. Later, complainant left the house to  
purchase some cigarettes, and according to his  
wife's statement, defendant took down the  
watch from the wall, put it into his pocket, and  
left the house. When her husband returned  
they reported their loss at the Yau-ma-tei Police  
Station. Defendant said he was known to  
every pawnshop in the Colony. Complainant,  
knowing that, gave defendant the watch and  
pendants to pawn. His Worship remarked  
that he did not believe the complainant's story  
as he thought they were gambling and com-  
plainant lost. The case was remanded.

THE electric tramway service was disorganized  
for the greater part of this morning owing to  
some mishap occurring to one of the cars on the  
Praya-East, outside Ship Street. Both the  
western and eastern bound cars could not  
proceed on arrival at Ship Street, consequently  
the motormen and conductors from the other  
cars "turned their attention" to the disabled car  
and tried to set it in motion again. They  
brought their combined resources together, but  
all to no purpose; the car refused to budge an  
inch. One genius of a motorman in particular  
obtained a long piece of wire, threw one end of  
it over the arm of the trolley-pole, while the  
other end he placed on the tram lines. The  
end of the wire on the rail took fire imme-  
diately it was pushed into position, but that  
was all it did. Other schemes were then re-  
sorted to with the result that no less than ten  
feet of the overhead wire caught fire, causing  
some excitement among the passengers in the  
cars. It was not until some time later that a  
European arrived and the defect was set right,  
and the car resumed the even tenor of its way.

### THE PACIFIC MAIL S.S. CO.

#### NEW DOCKS.

The local agent for the Pacific Mail Steam-  
ship Co. writes us, under date 20th inst., as  
follows:

"I am in receipt of a letter from our general  
manager at San Francisco advising that the  
terminals of our lines at San Francisco, as well  
as track facilities there were absolutely un-  
injured by the recent earthquake and fire, and  
that traffic, both passenger and freight, is  
being handled with the same promptness and  
care as heretofore.

"It may be of public interest to know that  
in addition to the present terminals, the new  
Pacific Mail Docks (known as Piers 42 and 44  
each of which is 650 feet long and 140 feet  
wide—No. 42 being a single dock, and No. 44  
a double dock, upper deck being used  
for passengers and baggage only)—are now  
being completed, and it is expected that they  
will be ready for occupancy the early part of  
June. There are no docks in America to excel  
them."

### THE TUNG-AN ATTACK.

#### ASSAULT ON FOREIGNERS.

A DESPERATE HAND-TO-HAND  
ENCOUNTER.

[From A Correspondent.]

Amoy, 20th June, 1906.

Further news just to hand re the des-  
perate attack on two Europeans at Tung-an,  
a Chinese city about 30 miles north of Amoy.  
It appears that two local residents proceeded  
to Tung-an on business, and put up at the  
American Presbyterian Mission there. On  
the evening of the 18th inst., they went  
out for a walk on the hillside about 3 miles  
away and just about 5 p.m. they were sud-  
denly confronted by an armed gang of about  
16 Chinese. The two foreigners were totally  
unarmed and quite unprepared for the  
sudden attack made on them. At first a  
few shots were fired on them; but, luckily,  
none took effect. A fierce onslaught  
was then made, the robbers or pirates ad-  
vancing on them in a very threatening and  
menacing manner. When they got to close  
quarters, the two Europeans made a desper-  
ate fight of it, and though the Chinese were  
armed with swords and knives, still the  
Europeans laid into them with their fists.  
The Europeans put up a desperate fight  
and during the melee both were severely  
and roughly handled. One fared particu-  
larly badly and was stabbed a number of  
times, the other escaping with a few cuts  
and severe knocks though not of a very  
serious nature. Though so badly handled  
the Europeans must have put up a grand  
fight for it, as they dispersed their assailants.  
About 8.30 p.m. they managed to crawl back  
to their residence in the city nearly collapsed  
from loss of blood and nervous tension, and  
utterly exhausted.

During the fight one of the Europeans re-  
ceived a nasty stab in the abdomen and to  
prevent the rapid loss of blood he tore one  
of his garments and converted it into a tem-  
porary tourniquet. This wise measure, no  
doubt, was the means of preventing him  
from collapsing there and then. The news  
of this fracas reached Amoy early on the  
19th inst., and one of the local Doctors  
immediately proceeded to Tung-an to render  
medical assistance to the wounded. Later  
on in the day a party of several Europeans  
went up to Tung-an to see what they could  
do to bring the two wounded foreigners  
down. The British Vice-Consul also went  
up to Tung-an accompanied by the Consul's  
deputy, and on arrival proceeded to the  
Tung-an yamen. It is hoped that a firm  
stand will be made to secure the arrest and  
punishment of the culprits, and that the  
Tung-an people—a very turbulent lot—will  
be clearly given to understand that unpro-  
voked attacks on foreigners cannot be made  
with impunity and must be met with a  
punishment severe enough to equal the crime  
committed. It is also hoped that the two  
wounded Europeans will be brought down  
to Amoy to-day and latest reports re their  
conditions is as favourable as can be expect-  
ed seeing the hard time they had of it.  
Further and fuller details will follow.

### LAUNDRYMEN'S LIABILITIES.

#### LADY'S COSTUME IN COURT.

In Summary Jurisdiction this morning, his  
Honour Mr. A. G. Wise, Puisne Judge, pre-  
siding, the Savoy, Ltd., of Queen's Road Central,  
general drapers, sued Tio Hop, a washerman,  
for the recovery of \$42, being the value of a  
skirt and blouse entrusted to the care of de-  
fendant by the plaintiff firm for the purpose  
of being laundered, but which defendant returned  
in a damaged condition, as it was alleged,  
through his own carelessness.

Mr. Doolittle said he was the managing part-  
ner of the Savoy, Ltd., and the dress, the sub-  
ject matter of this suit, was entrusted by his  
firm to the defendant to be washed and ironed.  
When it was returned the dress was damaged  
and the lady who had ordered it refused to take  
delivery of the same.

His Honour: Where is the dress? Let me  
have a look at it.

The dress was produced and showed a slight  
tear below the collar at the back of the neck on  
the blouse, and some iron-mould marks on the  
skirt.

His Honour: When was this dress given to  
you to wash?

Defendant: About a month ago, but I mis-  
laid it.

His Honour: Then why did you not wash it?

Defendant: I did wash it.

His Honour: You said you mislaid it.

Defendant: I put it away, and then could not  
find the bundle. Afterwards I found it and  
washed the dress and took it to the shop, but  
they said it was damaged and would not  
receive it.

His Honour (to plaintiff): What is the  
value of this dress?

Plaintiff: \$42.

His Honour (to defendant): Well, what  
more have you to say?

Defendant: I have nothing more to say; I  
only leave it to your Lordship's discretion.

His Honour: Judgment with costs, defend-  
ant to keep the dress.

A TOKYO dispatch states that Imperial sanction  
has been given to the proposal to organize  
a lottery in Formosa, and it is expected that  
details of the scheme will be published in a  
few days. The avowed object of the lottery is  
simply to raise funds for charitable works and  
the maintenance of shrines.

### TELEGRAM.

#### "HONGKONG TELEGRAPH" SERVICE.

#### THE SHANGHAI RIOTS.

#### THE BRITISH INDEMNITY.

WAIWUPU AGREES TO PAY.

[From Our Own Correspondent.]

Shanghai, 22nd June,  
2.55 p.m.

A Peking despatch, received here  
to-day, states that the Waiwupu  
agrees to pay the indemnity claimed  
by the British Minister, on behalf of  
British subjects, for losses sustained  
through the recent Shanghai riots.

#### "THE DOG THAT BIT THE BOY"

#### "A SUPERSTITIOUS MOTHER."

At the instance of Lance-Sergeant Watt,  
Fernando Musso, of No. 12, Bonham Road,  
was summoned before Mr. H. H. J. Gompertz,  
at the Police Court this morning, for keeping a  
ferocious and unmuzzled dog on his premises  
on the 17th inst.

His Worship—Did this dog bite anybody?

Sergeant—Yes, your Worship.

Defendant, in admitting the charge, said that  
he had just removed to new premises and the  
place was strange to the dog. The dog was  
only a sporting dog, a rather young one, about  
ten months old, and he did not think the dog  
was mad. Defendant admitted that the dog  
had bitten three persons in one day. When  
the dog bit Master George Wing defendant  
agreed to compensate the child, but the child's  
mother, who appeared to be greatly superstitious,  
refused to receive any compensation,  
demanding that the dog should be killed at  
once, the lady availing that should the dog go  
mad at any time, her child would also go mad.  
To that request, defendant refused.

Master George Wing, who is a plump boy of  
about seven summers, was placed in the witness-  
box, and from a question by the Court, said he  
did not know the nature of the oath.

"What would God do to you if you tell a  
story?" queried George's mother.

"Punish me," answered the boy, and then  
he was considered "sworn in."

George said that on the day in question he  
went into defendant's garden to pick up his  
ball. When he was leaving, defendant's dog  
ran after him, barking. He was afraid and  
started running, when the pointer sprang on  
him and bit him.

A coolie, sworn in, said that on the same day  
defendant's dog sprang on him and bit him on  
the thigh. He complained to the defendant,  
who gave him \$2. Witness went away, and  
the following day, finding that the bite was  
more serious than was at first anticipated, wit-  
ness again went to see defendant who gave  
him another dollar.

P.S. Watt said that at noon on the 17th in-  
stant he went to defendant's house, who showed  
him the dog, which was at large and un-  
muzzled. The dog was a light-coloured  
pointer. Defendant pointed out the dog to  
him as: "This is the dog that bit the boy  
and the painter." Witness thought the dog a  
quiet one, and also informed him that Mrs.  
Wing wanted the dog destroyed. Defendant  
refused, saying it would not benefit the boy.

At this stage, Sergeant Watt said that Mrs.  
Wing desired to inform the Court that if the  
dog was not killed, defendant ought to be  
made to pay the expenses of the doctor in at-  
tending the boy.

Defendant—But I offered you compensation  
and you refused it.

Mrs. Wing—You did not offer me any.  
His Worship—I don't see what good it will  
do you if the dog is killed. It is only supersti-  
tion on your part.

Mrs. Wing—And if my boy loses his life, who  
will be responsible?

His Worship, addressing defendant, said  
that he was convicted for the offence. Mrs.  
Wing had said that she could not at present say  
what the doctor's bill would amount to for  
attending her boy. He would, therefore, ad-  
journ the case until next week, when the ques-  
tion of compensation to be given to Mrs. Wing,  
will be taken into consideration.

### THE WEATHER.

The following report is from Mr. F. G. Figg,  
First Assistant of the Hongkong Observatory:—  
On the 22nd at 11.45 a.m. The barometer has  
risen slightly over the Philippines, and fallen  
moderately over N. China and Central Japan.  
The depression is moving Eastwards in the  
S. part of the Sea of Japan, and a new depres-  
sion appears to be developing over N. China.  
Pressure is highest over the Philippine  
archipelago.

Fresh S. winds are indicated in the Formosa  
Channel, and the N. part of the China Sea.  
Forecast—Moderate S. winds; squally,  
showery.

### SHIPPING AND MAILS.

#### MAILS DUE.

Indian (*Gregory Apar*) 24th inst.  
Canadian (*Montague*) 27th inst.  
French (*Tonkin*) 28th inst.  
Indian (*Lafayette*) 29th inst.  
Canadian (*Empress of Japan*) 3rd prox.

The East Asiatic Co.'s s.s. *Kina* left Singa-  
pore on 21st inst., and may be expected here  
on 27th inst., a.m.

The Russian East Asiatic Co.'s s.s. *Arctonia*  
left Vladivostok on 21st inst., and may be  
expected here on 30th inst., a.m.

The M. M. Co.'s s.s. *Euphrates* from Antwerp  
and ports left Colombo for this port direct on  
22nd inst., and is due here on 3rd prox.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE HUNGHUTZES.

## JAPAN OFFERS TROOPS

TO ASSIST CHINA.

[From Our Own Correspondent.]

Shanghai, 22nd June, 2.45 p.m.

The Hunghutes continue their activity in Southern Manchuria.

Owing to China's inability to check the raiders, Japan proposes to despatch troops to suppress them.

[Reuters.]

## The Colonial Marriages Bill.

LONDON, 20th June.

The House of Lords has passed the Colonial Marriages Bill.

## The Boilostok Massacres.

The Jewish accounts of the Boilostok massacres give gruesome details of mutilation, and state that it was only the arrival of the Duma Deputies which caused a cessation of the massacres.

The Standard says that it understands Sir Edward Grey has wired to the Embassy for full information concerning the massacres.

## H.M.S. "Montague."

It is proposed to tow the floating dock at Bermuda to Lundy Island, for the temporary repairs to the *Montague*, if the ship is floated.

## The Education Bill.

Mr. Birrell has announced that he is prepared to allow special religious instruction to be transferred from the Voluntary Schools twice a week, during, instead of outside, school hours.

Mr. Balfour thanked Mr. Birrell for the important concession, but numbers of the Radicals vehemently protested, declaring that the Government was abandoning the principle of the Bill, and straining the loyalty of its supporters.

## ALLEGED HARBOUR OBSTRUCTION.

MESSRS. BUTTERFIELD &amp; SWIRE SUMMONED.

Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, made his first appearance at the Police Court this morning, since his return from home leave and informed the Court that he represented Messrs. Butterfield and Swire and believed there was a summons against that firm for obstructing the harbour with their launches. The speaker did not see a copy of the summons, but he thought Messrs. Butterfield and Swire had been summoned before for similar offences. Mr. Master went on to say that Messrs. Butterfield and Swire owned a certain plot of ground on the Praya, and he remarked that if their launches were not allowed to lie alongside their property, where were they to lie? Mr. Master intimated that it was his desire to obtain an adjournment in order to go thoroughly into the case.

Mr. Master was directed to Mr. F. A. Hazland's Court, and the required adjournment granted.

## FATAL ACCIDENT AT WAN CHAI.

## STEAM PIPE EXPLOSION.

An accident occurred at the East Point Sugar Refinery on Sunday night last, and, although it subsequently terminated in the death of a fitter, the police did not hear of it until some time later. From particulars since learnt, and which were given to the police, it appears that at 8 p.m., on Sunday, a fitter in the employ of the Sugar Refinery went and turned on the main steam pipe leading to the engines. The fitter made a mistake, not being accustomed to the work, and turned the valve full on, with the result that the steam pipe exploded and the unfortunate fitter scalded. The man was removed to hospital by one of the European employees, and expired on Tuesday last, from the injury he received. It was stated that this work was not what deceased was employed for. It was the No. 1 fitter's duty, and it took that man one full hour to turn on the steam. When deceased was being removed to hospital he remarked in the ambulance that it was his mistake, and he hoped when he was discharged from hospital he would not lose his job.

## CHINA BORNEO CO., LD.

## WORKS AT THE SLIPWAY.

Writing under date the 3rd inst., the Sandakan correspondent of the Singapore *Free Press* says:—The lighter recently completed by the China-Borneo Co. for their own use, the *Ruby* started active service on the 20th ult. The place vacated by her in the Company's Works has been taken by a new lighter for the Coal Co., at Tawau. The same yard launched a light-draft launch, also for the Tawau Coal Co., on the 25th ult. It is understood a small lighter, for a local Company, will be started forthwith on the vacant berth. The lighter building at the North Borneo Trading Co.'s works, for the Exploration Co., is also progressing very satisfactorily, and is soon to be ready for launching.

## THE "SUI SANG'S" STOWAWAY CASE.

## COMPRADORE ARRESTED.

The case was called on this afternoon, at the Police Court, before Mr. F. A. Hazland, in which the Chinese compradore of the I.C. S. N. Co.'s s.s. *Sui Sang*, was charged with taking 144 stowaways out of the Colony on the last trip of the steamer to Singapore without the captain's consent.

Mr. C. F. Dixon, in the office of Mr. John Haulings, prosecuted, and Mr. P. W. Goldring again appeared for the defence.

After the compradore's name had been thrice called and there was no sign of his appearance, Mr. Goldring said he was unable to find his client and from that he took it that the compradore did not wish to surrender to his bail.

Mr. Dixon—Will you then make an order that his bail be estreated, your Worship?

His Worship—Yes.

Mr. Dixon—And issue a warrant for his arrest?

His Worship—Yes.

The compradore's bail of \$1,000 was then ordered to be estreated and a warrant issued to the police for his arrest.

## A HARBOUR OFFENCE.

## WHERE WAS THE COXSWAIN?

P.C. 112 Berry summoned the master of the steam launch *Lee Fat*, before Mr. H. J. Gompertz, at the Police Court, this forenoon, for not having a proper and certificated coxswain on board the launch while plying in the harbour on the 19th inst. The owner of the *Lee Fat* had also to answer a charge of allowing the launch to ply in the harbour without a proper coxswain being put aboard.

The defendants pleaded guilty. Evidence was heard to the effect that on the night of the 19th instant the *Lee Fat* was towing a lighter in the harbour. The police boarded the launch, but found a deck hand at the wheel. The coxswain was not on board.

His Worship fined defendants \$30 each.

## MORALITY IN MANCHURIA.

## ALLEGATIONS AGAINST THE JAPANESE.

One of the most serious charges against the Russians prior to the war, and one of the most potent causes of the sympathy which was withheld from them throughout the struggle, was the gross self-indulgence and rampant immorality which was continually reported to be going on in their camps and settlements, creating conditions which it was felt must inevitably militate against a successful issue in the struggle against forces notoriously careful in maintaining the contrary the strictest possible abstention from all forms of self-indulgence. Though this was not of course the only cause of Russian defeat, says the *Peking Times*, it was a factor and a serious factor in the issue of the war at the time of its cessation, and it was one of the most serious and common charges laid against the losing forces. Now the pictures changed, and there is considerable danger of the last state of foreign occupation of Manchuria being as little creditable as the former. The Japanese in the field, and under arms are an entirely different people from the Japanese as colonists, traders, and rulers in a foreign land. While we have always upheld and admired them as soldiers, continues our contemporary, we have equally condemned them as colonists, for they do not in our opinion possess any of the qualities to make successful colonisers, though they may do very well for their own interests as settlers when they are under control. Many accounts have for some time been reaching us from various sources as to the state of affairs in Manchuria, and the extent to which immorality is being encouraged and spread there through Japanese agencies, and the Japanese papers are themselves taking the matter up now, and thinking writers in that country are drawing attention to many serious blunders which are being made in Manchuria which will sooner or later rebound on Japan's own head.

The *Kiritokyo Sekai*, of April 26th, has an article on Japanese prostitutes in Manchuria. Information on this subject has recently been supplied to the paper by Messrs. Nishihuchi Tenko and Yonezawa Shoto. According to them, "the number of Japanese prostitutes is so great in Port Arthur, Tairen and elsewhere that throughout Manchuria every Japanese woman is taken for a prostitute. In Port Arthur prostitutes are to be seen driving in carriages in a most bare-faced manner, and going in and out of high official residences. Most of the Japanese women who have gone to foreign countries have constituted a blot on the reputation of the country. In India, the Straits Settlements, America and elsewhere Japanese prostitutes swarm. After obtaining power in Korea and Manchuria by terrible sacrifices in the cause of humanity and in order to stop Russian aggression and immorality, we are now supplying those parts of the East with hundreds of bad women. This subject calls for strict inquiry and incisive measures. Many of the women who have taken to a life of ill-fame abroad left this country with the intention of engaging in ordinary occupations; others were mere children when they were taken from their homes in Japan. They were deceived by the men who took them across the seas. There certainly is a demand for official inquiry into the whole business. If this be not done, Japan's reputation throughout China and Korea will suffer greatly."

Only a few years ago the Japanese spared no effort to prevent their women going abroad; lest they should become a medium for national disgrace. But the wave of popularity which has laved Japan seems to have washed the national spirit bare of its former sensitiveness on such points, concludes the *Peking Times*. Japanese traders now going abroad are apparently callous of everything but making money, however questionable the means, and in Manchuria a general reign of licentiousness appears to have been inaugurated which will have serious consequences both to China and Japan.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## ST. ANDREW'S CHURCH, KOWLOON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I have been asked by Mr. E. C. Wilks to further correct my recently-issued appeal on behalf of the St. Andrew's, Kowloon, Church Furnishing Fund.

It seems that I was in error in ascribing to Mr. Wilks personally the installation of the electric lighting; for what he really undertook was to "father the scheme," guaranteeing that the fitting should be put in by him at net cost, and that he would collect contributions, as well as give, towards this object.

I am sorry that, through misconception of what was undertaken before I came out to the East, I should—in this case, as in connection with Mr. Osborne—have misstated what was promised; and in justice to those who are sharing with Mr. Wilks in this generous provision, I shall be glad if you can kindly give publicity to this correction.

Since acknowledging, in the June issue of St. John's Cathedral "Church Notes," the receipt of \$460, I have received—in various sums—a further \$300. For all the help so kindly given, we offer our sincere thanks.—Yours, &c.,

ARTHUR J. STEVENS, Chaplain.

June 22nd, 1906.

## HOW EARTHQUAKES ARE RECORDED.

## A DESCRIPTION OF THE SEISMOGRAPH.

Professor John Milne's seismograph, the instrument which recorded the San Francisco earthquake in the Isle of Wight is as simple as an English paper remarks, at it is unerring. In fact, the largest of three or four instruments which the professor possesses was made out of an old lamp-post which he "picked up" in the streets of New Port, Isle of Wight, near his house.

This rigid pillar of iron is built into a block of masonry, which in turn is carried down and built into the solid chalk of the Downs.

In a precisely similar way the smaller and more delicate instruments, which are built on the same principle, are "bolted to the fabric of the world." If the crust of the earth tilts, the pillar must tilt with it.

For the purpose of recording these tilts, two horizontal, swinging rods, or arms, are pivoted to the foot of the pillar at right angles to one another. So that whichever way the pillar tilts one of these two arms is bound to swing.

It begins to do so, (so delicate is the instrument) when a man merely leans his weight against the pillar. The result is much the same as if an earthquake had happened a thousand miles away.

Needles are attached to the ends of the arms (furthest away from the pillar) and beneath them a strip of photographic paper worked by clockwork, passes continually day and night, year in, year out. A tiny ray of lamplight throws the shadow of the needle upon the sensitised paper, which from time to time is removed and developed. The movements of the needles come out in the form of a long jagged line. The wider the "jags" (or teeth) the more violent the earthquake.

The clock which drives the strip of paper also registers the time upon it. The professor, therefore, knowing the rate at which seismic waves travel through the earth, is able to form a shrewd surmise as to the locality in which each earthquake occurs, and the hour of its occurrence.

The instrument records nearly a hundred earthquakes in every year, most of them happily trivial, others violent, but oceanic, and therefore comparatively harmless. It is a striking instance of the inadequate support given to scientific research in England that Professor Milne, particularly the foremost seismologist in the United Kingdom, has never received a penny of Government money to assist him in his investigations, the whole of which have been conducted at his own private expense.

There is no seismograph at Greenwich Observatory.

## BRITONS IN SIAM.

## THE QUESTION OF APPEAL.

The British subject in Siam is once more to have his rights and liberties regulated by a new Order in Council, says the *Bangkok Times*. There is a certain amount of mystery about the evolution of these instruments, which necessarily are of vital interest to British residents. To them a new Order comes as a surprise, since there is no provision for any expression of opinion beforehand. That the result is not always entirely satisfactory may fairly be inferred from the fact that dissatisfaction has been publicly expressed even from the bench of the Court itself. In the new Order the one important change made is in regard to appeals, a matter very directly affecting business interests as well as the individual. In the opinion of several who have considered the matter, the change is an undesirable one. In the ordinary course important cases will come before the Judge, and from his decision an appeal will lie to the Full Court consisting of the Judge and the Assistant Judge, but in case of a disagreement between them it is the Judge who also decides the appeal. It may be doubted if a litigant will care to appeal to the Full Court except as a step to the Privy Council. The Singapore Appeal Court was not regarded as inspired with the highest wisdom, but for a great many years it has served as a final Court of appeal from the British Court here. At the present moment two appeals are pending to the Privy Council, but they are the first that have been ever taken there from Bangkok. Singapore has provided a competent and independent Court of Appeal, and we certainly doubt if the change would have been effected had the approval of British residents been necessary. On the other hand it has to be remembered that the system of appeal now being introduced here is the same as is in force in both Shanghai and Hongkong. It is not theoretically a good system, but we are not aware that it is felt to be a serious grievance in either of the ports named. Moreover, an appellant who believes he has a good case, cannot believe that it will be useless to have the whole argument reheard before an able Judge.

## THE JAPANESE GOVERNMENT AND MANCHURIAN DEVELOPMENT.

It is only a week or two ago, says the *Japan Chronicle* of 10th inst., since the report was published that the Japanese Government proposed to combine with private capital in the formation of a great corporation for the development of South Manchuria. The formation of this combine is now announced by an Imperial Ordinance in the *Official Gazette*, published on Friday, the object of the Corporation being the working of the collieries and railways of Manchuria.

The Imperial Ordinance gives the regulations for the formation of the Corporation which read as follows:—

Article I.—The Government establishes a company under the style of the *Mitsui Manchuria Railway Company, Ltd.* to carry on railway traffic.

Article II.—The shareholders of the Corporation shall be exclusively the Japanese and Chinese Governments and the subjects of Japan and China. No person of other nationality shall be allowed to hold the Corporation's shares, upon which shall be inscribed the names of the holders.

Article III.—The Japanese Government may substitute railway and other property already in its possession in Manchuria as its share of the capital of the Corporation.

Article IV.—The Corporation may issue in instalments shares to the total amount of capital to be engaged from the public providing the amount of the first issue shall not be less than one-fifth of the total capital to be called.

Article V.—The amount of the first call may be reduced to one-tenth of each share value.

Article VI.—The head office of the Corporation shall be at Tokyo, with a branch at Tairen.

Article VII.—One President, six Vice-Presidents, not less than five Directors, and from three to five Inspectors shall be appointed.

Article VIII.—The President shall represent the Corporation and supervise its affairs. In his absence the Vice-President shall act. The latter and the Directors will assist the President and control the various departments. The Inspectors will act as auditors, &c.

Article IX.—The President and Vice-President shall be appointed by the Government with Imperial sanction and their term of office will be five years. Directors shall be appointed by the Government from among shareholders holding more than fifty shares; their term of office to be four years. Inspectors shall be elected at a general meeting of shareholders from among themselves, their term of office to be three years.

Article X.—The salaries and allowances of the President, Vice-President, and Directors shall be determined by the Government.

Article XI.—These officers, during their term of office, under no pretext whatever, shall accept any other office or engage in any other business without the approval of the Government.

Article XII.—If the Government appoint officials empowered at any time to inspect the books and the operations of the Corporation, they shall also be authorised to demand at any time at their discretion a written statement of accounts or of the business of the Corporation; and further to attend and state their views at general meetings of shareholders and other meetings. They will not, however, be empowered to vote at meetings.

Article XIII.—The Government will issue such orders as may be deemed necessary for the control of the Corporation and its business.

Article XIV.—If the Corporation by a vote, or the officials, act in violation of the laws or orders of the Government or the objects of the Corporation, or if the Corporation fails to carry out the orders of the authorities supervising the business, the Government will abrogate such vote and may dismiss the officials culpable.

Article XV.—The Government may apply when deemed necessary the laws and ordinances relating to railways in the Empire to the business of the Corporation. Due notice will be given the Corporation of the laws or ordinances to be applied.

Article XVI.—The Commercial Code and laws and ordinances appertaining thereto shall be applied to the Corporation, in cases where provision is not made in the present Ordinance.

Article XVII.—Imperial Ordinance No. 366 (relating to Japanese companies constructing railways abroad) will not be applied to the Corporation.

Supplementary rules have been issued to the foregoing Ordinance by which the Government will appoint a committee for the conduct of affairs relating to the formation of the South Manchuria Railway Company, Ltd. The promoting committee shall issue the first shares after drawing up the Articles of Association and obtaining the approval of the Government thereto. After the issue of the first lot of shares the promoting committee shall apply to the Government for a charter, producing the applications for allotment. The committee shall make the first call on the shares without loss of time after obtaining the charter, and the first call having been paid in the committee will call a general meeting of shareholders. Upon the conclusion of the inaugural general meeting the work of the promoting committee will be taken over by the President of the Corporation and the committee be dissolved.

It is semi-officially explained that the Japanese Government cannot properly hold railways and collieries in Manchuria, over which Japanese suzerainty is not established, as in Corea, without prejudicing the sovereignty of China. In the Treaty signed at Peking by Baron Komura it is agreed that a company shall be formed, capitalised jointly by the Japanese and Chinese Governments and people, to conduct the Chinese Eastern Railway, after the evacuation of Manchuria by the Japanese troops. The formation of the new company is an outcome of the Treaty. It is further stated that the promoting committee will be appointed in a few days, and a valuation will be made of the Chinese Eastern Railway, the Fuchung and Yantai Collieries, and works at Tairen. The capital of the new company will be fixed at ¥100,000,000. The railway and other property held by the Japanese Government in Manchuria will be valued at ¥75,000,000, and the Government will take shares in the company to this amount. Shares will be issued for the remaining ¥25,000,000, which will be issued for the improvement of the railways, the construction of rolling stock, and as a working fund for the collieries, &c.

Several names have been nominated for the presidency and vice-presidency of the company including those of Mr. Oura, ex-Minister for Communications; Mr. Den, ex-Vice-Minister for Communications; Mr. Sengoku, President of the Kiushu Railway; and Viscount Hotta, a member of the House of Peers.

## COMMERCIAL.

Quotations for the week close as follows:—  
Hongkong Banks... \$815 b.  
Union Insurance... 810 b.  
Hongkong Fire... 305 b.  
H. C. & M. Steamboats... 234 b.  
Indo-China... 77  
"Shell" Transports... 277 b.  
China Sugars... 160 s.  
Rauba... 34 b.  
Docks... 155 s.  
Kowloon Wharfs... 103  
Shanghai Docks... 113  
Hongkong Lands... 117  
Green Island Cements... 284 s.  
Langkats... 227 s.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 2/11 1/2  
Do. demand 2/11 1/2  
Do. 4 months' sight 2/11 1/2  
France—Bank T.T. 2/6  
America—Bank T.T. 51 1/2  
Germany—Bank T.T. 2/10 1/2  
India T.T. 158 1/2  
Do. demand 158 1/2  
Singapore T.T. 104 1/2  
Japan—Bank T.T. 103 1/2  
Yara—Bank T.T. 127 1/2

## Buying.

1 month's sight L/C 13 1/2  
6 months' sight L/C 15 1/2  
10 days' sight San Francisco & New York 52  
1 month's sight do 52  
10 days' sight Sydney and Melbourne 1/2 1/2  
1 month's sight France 2/70  
6 months' sight 2/72  
1 month's sight Germany 2/22  
Bar Silver 30 5/16  
Bank of England rate 4 1/2  
Sovereign 94 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New... 900/320  
"Old... 910/1,000  
"Older...  
"Oldest...  
Patna New... 860  
"Old... 831  
Benares New... 800  
"Old... 800  
Persian (Paper)... 800

## To-day's Advertisements.

## HONGKONG HOTEL.

## —MENU—

SATURDAY, JUNE 23RD, 1906.

## DINNER.

HORS D'OEUVRES.

Macassar Fish on Toast.

SOUP.

Mock Turtle.

FISH.

Grilled Fish and Butter Sauce.

ENTREES.

Rice Birds.

Haricot Ox Tail.

CURRY.

Lobster.

JOINTS, &amp;c.

Roast Ribs of Beef and Horseradish Sauce.

Roast Turkey and Sausage.

Boiled Bacon and Spinach.

Galantine of Chicken and Cucumber.

Onion Salad.

SWEETS.

Tapioca Pudding.

Strawberry Ice Cream and Finger Cakes.

Topsy Cake.

DESSERT.

Coffee. Fruits. [666]

## GOVERNMENT NOTIFICATION.

## PARTICULARS AND CONDITIONS OF

the letting by Public Auction Sale, to be held on MONDAY, the 23rd day of June, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Rural Building Lot 100, in the Colony of Hongkong, for a term of 21 years.

## PARTICULARS OF THE LOT.

Lot No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
100	Rural Building Lot 100, near Rural Building Lot 100, in the Colony of Hongkong.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.

Hongkong, 22nd June, 1906. [667]

## SANITARY BOARD OFFICE, Hongkong.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

## TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN DIVISION of the CITY OF VICTORIA, occupied by members of more than one family must be Cleaned and Limeswashed THROUGHOUT by the owner during the months of May and June.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limeswashed in respect of all the Walls of each Room and Staircase, all Cobweb Partitions, Stair Casings and Stair Linings, all Ceilings and Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limeswashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limeswashed but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK, Secretary.

Dated this 1st day of June, 1906. [668]

## Intimations.

## A SMALL SELECTION

FROM THE

ROBINSON FIANO Co.'s

STOCK OF

## GRAMOPHONE RECORDS.

DAN LENO'S inimitable Comic Patter: The Huntsman, Who does the house belong to, Going to the Races, The shopwalker, The Muffin man, Mrs. Kelly, McGloche's men.

HARRY LAUDER'S Famous Scotch Comic Songs: Killiecrankie, Referee, Stop your Tickling Jock, I'm fu' the noo, She is my Daisy, Mister John Mackay.

GEO. ROBBER. Prehistoric men, Poor thing, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' Trial by Jury, Topsy Turvy, For Thee.

LOUIS BRAEFIELD and FARKOA in songs from all the latest operas.

ANDREW BLACK. Annie Laurie, Piper O'Dundee, Land of the Leal, MacGregor's Gathering, Banks of Allen Water, March of the Cameron men, Scots wha hae.

BEN DAVIES. Songs of Araby, My Pretty Jane, When other Lips, Tom Bowling.

EDWARD LLOYD. Holy City, Death of Nelson. Yes, let me like a soldier fall, When all the world is fair.

JOHN HARRISON. 'Tis the Day, Come into the Garden Maud, Sailor's Grave.

FRANCOISCO. La Paloma, Prologue from Pagliacci, Toreador song, La Marseillaise, Lost chord, Largo al Factotum.

BAND SELECTIONS, by Coldstream and Grenadier Guards, Besses o' th' Barn, La Garde Republicaine, Bohemian Orchestra, etc.

Faust, Chinese Honeymoon, Toreador, Gondoliers, Cingalee, Belle of New York, Orchid, etc.

SOUZA'S FAMOUS MARCHES.

Chorister's Parade, Laughing Water, Mosquito Waltz, Navajo Cakewalk, Darkies' dream, Jolly Fellows waltz, Happy Darkies, Les Patineurs waltz, Salome, Double Eagle march, Estudiantina waltz, Valse Bleue, Salut d'Amour, In the good old summer time, Loin du Bal, Sword and Lance march, Whistling Rufus, Smoky Mokes.

MELBA, PATTI, Caruso, Tamagno and all the great operatic artists.

Hongkong, 8th June, 1906. [38]

## AUSTRALIAN WINES.

H. J. Lindeman's

## CAWARRA

## CLARETS



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ORESTES"	28th June.
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
GENOA, MARSEILLES & LONDON	"PATROCLUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"OANFA"	7th July.
NAGASAKI, KOBE and YOKOHAMA		

## WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st June, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	25th June.
NINGPO and SHANGHAI	"SHANGHAI"	26th "
MANILA	"TAMING"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHANGSHA"	27th "
SHANGHAI	"SHAOSHING"	28th "

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 22nd June, 1906.



## HONGKONG—MANILA.

Highest Class, best, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon—midships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 23rd June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 30th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 16th June, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 19th June, 1906.

## Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DE VREUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1906.TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'ARQUIER STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 10th July, 1906.

## Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

## HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
ALENIA	YOKOHAMA AND KOBE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

## HOMEWARD.

\* Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
NORTH AND SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
ACILIA	HAVRE and HAMBURG.	24th June.
RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, Capt. von Hoff	10th July.
SCHWARZBURG	HAVRE and HAMBURG.	24th July.
ALESIA	HAVRE and HAMBURG.	7th August.
SPEZIA	HAVRE and HAMBURG.	21st August.
SILEZIA	NAPLES, HAVRE and HAMBURG.	4th Sept.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunk), sofa,  
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,  
smoking room, etc.  
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washermen.  
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HAUSBURG," s.s. "HOLSTENLAUFEN," s.s. "SCANDIA," and s.s. "SILEZIA."

## COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI AND WLAIVOSTOK	25th June, Freight and Passengers.
LYEEMOON	SHANGHAI	29th June, Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	5th July, Freight and Passengers.
JTHAKA	SHANGHAI AND CHINKIANG	To follow.
KOWLOON	SHANGHAI AND CHINKIANG	To follow.

\* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.For steamers of the Coast Service marked \* to  
SIEMSEN & CO.

Hongkong, 22nd June, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	MONDAY, 25th June, 3 P.M.
TIENTSIN, YASWATOW & CHEFOO, CHIPSING	"WINGSANG"	MONDAY, 25th June, 4 P.M.
SHANGHAI	"WINGSANG"	MONDAY, 25th June, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 29th June, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 30th June, Daylight.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.\* Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Simporna, Tawau, Usukan,  
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 22nd June, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight.
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Metzenbin	August 14th.
"ARAGONIA"	5,193	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meiser	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)THE Steamship  
"AUSTRALIAN,"  
Captain McArthur, will be despatched for the  
above Ports, on SATURDAY, the 30th instant,  
at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th June, 1906.

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship  
"GLENESK,"  
Captain J. Rafferty, will be despatched as  
above, on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 18th June, 1906.

## Shipping—Steamer.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship  
"BENLOMOND,"  
Captain Henderson, will be despatched as  
above, on or about 19th instant.

For Freight of Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 12th June, 1906.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 21st June, 1906. per \$ Mex.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa B

"Comed—Ham Ngau Yuk

"Roast—Shiu

"Bread—Ngau Lam

"Sopp Tong Yuk

"Steak—Ngau Yuk Pa

"Serjoin—Ngau Lau

"Sausages—Ngau Yuk Chung

"Bullock's Brains—Know, per set

"Tongue fresh—Ngau Li, each

"Head—Ngau Tau

"Heart—Ngau Sum

"Hump, Salt—Ngau Kin

"Feet—Ngau Kerk, each

"Kidneys—Ngau Yiu

"Tail—Ngau Mei

"Liver—Ngau Con

"Type (undressed)—Ngau To

"Calves' Head and Feet—Ngau-chai-  
tau-cook, each set

"Mutton Chop—Yeung Pui Kwat

"Leg—Yeung Pui

"Shoulder—Yeung Shau

"Pigs' Chittings—Chi cheung, per set

"Brains—Chi Know, per set

"Feet—Chi Kerk

"Fry—Chi Chak

"Head—Chi Tam

"Heart—Chi Sum, each

"Kidneys—Chi Yiu, pair

"Liver—Chi Kon

"Pork Chop—Chi Pui Kwat

"Comed—Ham Chu Yuk

"Leg—Chu Pui

"Fat or Lard—Chu Yau

"Sheep's Head and Feet—Yeung Tau

"Keok

"Heart—Yeung Sum, each

"Kidneys—Yeung Yiu

"Liver—Yeung Con

"Sucking Pigs, To Order—Chu Chai

"Suet, Beef—Sang Ngau Yau

"Mutton—Sang Yeung Yau

"Veal—Ngau Chai Yuk

"Sausages—Ngau Chai Yuk Tong

## POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kai

Eggs, Hen—Kai Tau, per doz

Fowls, Canton—Kai

Hainan—Hoi Nam Kai

Geese—Nga

Geese, Wild Shanghai—Sheung Hoi Ye

Nga

Musk Deer—Wong Keng, each \$

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Hohow—Hohow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

Ap

## FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Cat fish—Chik Yu

Codfish—Man Yu

Crabs—Hoi

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tui Tu Sa

Eels, Congor—Hoi Man Yu

Fresh Water—Tam Sui Yu

Yellow—Wong Sui

Frog—Tien Kai

Garoupa—Sek Pan

Gudgeon—Pak Kup Yu

Herrings—Tso Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mon Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Petch—Tau Loo

Pike—Fa Paw Poong

Plaice—Pan Yu

Pomfret, Black—Hak Chong	32
Pomfret, White—Pak Chong	32
Prawns—Ming Ha	35
Ray—Pai Pa Sa	9
Rock Fish—Sek Kar Kung	14
Roach—Chun Yu	14
Salmon, (Clos), fresh water—Ma Yau	38
Shark—Sa Yu	9
Skate—Po Yu	28
Shrimps—Ha	28
Snapper—Lap Yu	35
Soles—Tat Sa Yu	26
Tench—Wan Yu	15
Turbot—Cho Hoi Yu	12
Turtles, small, fresh water—Keok Yu	55
White Bait—Ngau Yu Chai	—

## FRUITS.

Almond—Hung Yan.....	B
Apples, (California)—Kam San Ping	
Ko.....	"
" (Cheloo)—Tin Chün Ping "	"
Ko.....	"
" Small—Hoi Tong.....	"
" Cutard—Fan Lai Chi.....	each
Bananas, fragrant, Canton—Sang Sheng	
Heung Chiü .....	B
" (brides), Macao—San Heung Chiü ..	"
Chestnuts, Chinese—Fong Lut.....	"
Carambola—Yeung Tou .....	"
Cocoanuts—Yeh Tsz .....	each
Grapes—Sia Tai Tsz.....	B
Lemons, China—Ning Moong.....	"
Amer.—Kum San Ning Moong ..	"



## Intimations.

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LTD. have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1906.

## FURNITURE WAREHOUSE.

**LI KWONG LOONG & CO.**  
CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VOUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

**WHERE HIGH-CLASS FURNITURE** of every description can be made to order in any quantity required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and CHARGES most moderate.  
AN INSPECTION INVITED.  
Hongkong, 1st March, 1906.

## For Sale.

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.  
Hongkong, 10th September, 1905.

## FOR SALE.

**WELSBACH'S IN-DOOR AND OUT-DOOR LIGHT GAS ARC LAMPS.**  
Do. BOXED LAMPS.  
Do. HARP LAMPS.  
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

**TAI KWONG CO.,**  
109, Des Vaux Road Central  
Hongkong, 10th April, 1906.

## THE SUPPOSED SUPERSESSION OF SIR ROBERT HART.

If the Imperial Edict issued on May 9 last, which appointed Tsieliang, President of the Board of Revenue, to be Superintendent of Customs Affairs, and Tang-shao-yi, Junior Vice-President of the Board of Foreign Affairs, to be Associate Minister of Customs Affairs, and which placed all foreigners and Chinese in the Custom Service under their control, had been allowed to pass unchallenged by our Foreign Office, the most important safeguard now remaining to our premier commercial status in China would have been sliced from us, writes a "Far Easterner" in the *Pail Mail Gazette*. It is most earnestly to be hoped, therefore, that Sir E. Grey will add to his other achievements at the "F. O." the effective prevention of such a flagrant breach of faith and act of injustice. Now, when, in the year '69, a little Irishman, chiefly noticeable for his (then) unusual beard and still more unusual bright green tie, was pointed out to me as "Bobby Hart," the man who had obtained permission in '59 to leave her late Majesty's Consular Service at Canton in order to enter that of the Emperor of China in the capacity of "Officiating Inspector-General of Customs," I hardly thought he looked a likely man to make his mark as the greatest financial organizer of his, or perhaps any other, time—albeit that was another instance of the deceptive nature of appearances, for assuredly this is what Sir Robert Hart has done. It was in 1883 that he was made the head of this, then new service in China, thanks to the unlucky attempt of Mr. Lane, his former chief, to "boss" Prince Kung in the matter of the light-draught gunboat *Stella* which he and Captain Sherard Osborn had been sent to England to negotiate the purchase of. For this blunder the Chinese Government gave Mr. Lane his congé, and appointed his locum tenens, Mr. Hart, to be his successor. Sir Robert may therefore well claim to be the parent of the infant service of '59, with its then modest revenue of scarcely three million taels, that under his care has become the gigantic department of to-day, employing a staff of over 1,500 Europeans, and that produced a revenue in 1904 of no less than 51,493,156 Hai-kuan taels, according to the report of Mr. Morse, the Statistical Secretary of the "I. C. M. C." Whereas, too, in 1883 the new Department was little more than a local convenience for three or four of the oldest treaty ports, with its headquarters in Peking, it had in forty years, under

Sir Robert Hart's management, studded the frontiers of the whole Empire with its stations, from Tientsin to Kowloon, from Chefoo to Canton, from Swatow to Tientsin, from Tientsin to Burma, and from Burma to Tibet (Yalu); and during the last two years yet others have been added. Now, when we speak of foreign trade in China in "the sixties," we mean virtually British trade, which was about 90 per cent. of it then; hence the readiness of the Chinese Government to give him the "F. O." that whilst British trade amounted to more than half of the whole of China's foreign trade the head of the Imperial Chinese Maritime Customs should always be a British subject. At least, so we understood it was worded in China, and so the late Lord Salisbury expressed it. So I think Sir E. Grey was mistaken or wrongly reported when he stated in the "House" that this was to continue whilst British succeeded that of any other country. Unluckily, however, this promise has apparently never been reduced to writing, for though I have carefully studied every Treaty and Agreement between this country and China since '56, no allusion to, or even hint of, it is to be found.

Now let me give a few figures to show the justice of this privileged position of ours. Here are the returns of the foreign vessels which entered and cleared at Chinese ports in 1904—

British entries and clearances 33,118

Total 33,118

German 6,835

Japanese 4,321

French 2,376

Swedish and Norwegian 1,596

American 1,595

Other Nationalities 1,095

Total 17,752

So that British vessels were about twice as numerous as all other foreign countries together! This, too, gives some idea of what has been the calibre and output of Sir Robert Hart's nearly half a century of organization (from 1859 to 1905) at the Imperial Maritime Customs.

Not only, too, has this been appreciated and rewarded by his own countrymen—the British Government made him a "G.C.M.G." in '82 and a baronet in '95—but most of the other European and American nations have also distinguished him with orders and decorations upon him also whilst his unique services to China have so impressed Peking in the past that it created Sir Robert a Red-buttton Mandarin of the First Class, with the Order of the Double Dragon, and has not only ennobled his ancestors for three generations—a rare honour in Peking's estimation—but also appointed him Junior Guardian of the Heir Apparent to the Dragon Throne. Therefore, this "Dowager" and the Court must have some powerful motive for replacing such an eminently dependable and successful servant of the Dragon Throne by such comparative nonentities as Tsieliang and Tang-shao-yi, whose records are not exactly those that entirely command the respect of either experienced Europeans or enlightened Chinese, but who are credited with the one merit of being docile and pliant where Sir Robert's wishes are concerned, a recommendation which counts for much at Peking that has a reputation for the strictest probity, coupled with long and distinguished service. Now not only does Sir Robert stand in the way when official greed might desire to divert large portions of the Customs revenue from the purposes for which it is intended, and prevent the extension of the "squeeze" that always hamper and at times strangle trade in China, but he stands between this country and the risk of a repetition of such incidents as the firing upon the British steamer, *Carabrooke*, in British waters, in "the seventies," the attempted blockade of the Colony of Hongkong—a free port—in the late "nineties," and other "regrettable incidents" of the class that, in the case of the *Jorchs Arrog*, had led to war. For a Chinese official at the head of the Imperial Customs will mean the sort of thing. Now, Tsieliang's "proper" right is to reorganize, and he is said to belong to the "swollen head" (i.e., the exaggerated "China for the Chinese" school). I don't think I am rashly venturing into the regions of prophecy either in predicting that, as it was with the navy reorganization scandal in "the eighties" (that had such terrible consequences to China in the early "nineties"), so it is likely to be to-day with the army reorganization scheme, but that Sir Robert Hart will never allow the Customs screw to be applied for obtaining large sums to be again diverted or squandered. For there is little doubt that the foreigner's trade will have to bear the lion's share of the cost of China's new Imperial army of 550,000 men, and when it becomes an accomplished fact. We must not forget that when the Chinese navy was reorganized, and some of its armoured and unarmoured vessels obtained from England and Germany, the money that should have provided second batteries of quick-firing, an adequate supply of projectiles for the heavy guns, and for other naval needs, was "embezzled," the Chinese Board of Customs called it by the "Dowager Empress" and Li Hung-chang, with the result that Japan destroyed or captured the entire Chinese fleet. So, as there is a great deal of money needed for the creation of the new army, it is a case of verbum sapienti! But, without going more deeply into the motives of the "eking Court for this astounding proceeding, let us consider how disastrous an effect this recent edict will have on British investors' interests for the railways and Mr. Kinder, for these are, it is said, to secure similar attention after Sir Robert Hart and the Customs have been dealt with. On I should estimate that over six millions of British money (a great part of which is in the northern railways) the Foreign Office "taken note of") has been invested in China on the faith of their being British management to safeguard it, and this is an aspect of the case to which it is hoped that attention will be called as soon as may be in the House. Certainly, too, of the total foreign trade of China, which the year before last amounted to \$3,624,778, considerably more than half of over \$4,400,000, was British. Moreover, there are Imperial as well as British interests at stake here, as the Australian Colonies do a thriving trade with China, and—unless I mistake their march—will be up in arms if the principle of British control is abandoned. Perhaps it may be to the point here to add a few words as to the "China for the Chinese" cry, which has been taken up by the Chinese Court party, and in some quarters is held responsible for this (assumed only, I trust) breach of faith with ourselves. To the party of reaction it is a stalking horse—first, to frighten the foreigner with, next, by making military expenditure popular, to afford magnificent opportunities for the mandarins to "squeeze" large sums of money. The people at large, however, are taking it very seriously, as are the really enlightened officials, to which class Duke Tsai and the members of his Commission seem to belong. Behind the people, and of them, are the most powerful of the secret societies, the men with muskets—in the future. But the most convincing reason that we must expect to have to deal with new China in less than a couple of decades is to be found in the schools. It is not generally known, I think, that only two millions in every hundred millions of China's population are educated. But as that "Chi-

nese Kitchen" Yuan-Shik-kai, is now having something like 80,000 Chinese children taught English in the schools of his own viceregal province (he has founded new schools and colleges in each of its sixteen prefectures), and—here is the point—is having foreign drill and rifle shooting taught in all such schools, and uniforms and even meals supplied to all the youths at college, and issued a new school book, inculcating patriotism and the need for money and self-indulgence, and the duty of placing this country's welfare before these personal interests, there is no doubt that when those who are children now reach manhood, "China for the Chinese"—from all reasonable points of view—will have to be faced. Then, probably, the Imperial Maritime Customs may be safely committed to the charge of a Chinaman of the new school. But as in the Egyptian boundary question England's luck is again to the fore, to that this matter of Sir Robert Hart's successor has been raised at such a convenient time. For fifty-three years' strenuous service in China is a record that must shortly spell retirement. Most opportunely, therefore, comes the opportunity for our Foreign Office to ascertain—and have officially recognized—the Englishman that the Chinese Government will be willing to accept as Sir Robert's successor when he retires from the position, he has filled so long and so brilliantly.

## Shipping.

## Arrivals.

Tientsin, Br. s.s., 1,330, Monkman, 21st June;—Saloon 17th June, Gen.—B. & C.  
Taming, Br. s.s., 1,350, A. W. Outerbridge, 22nd June;—Manila 19th June, Gen.—B. & C.  
Hong Wan, Br. s.s., 2,050, J. L. Slater, 22nd June;—Singapore 16th June, Gen.—Joo Teck Seng.  
Ben Nevis, Br. s.s., 2,500, Pritchard, 22nd June;—Newcastle, N.S.W. 31st May, Coal.—S. T. & Co.  
Wray Castle, Br. s.s., 4,413, McDowell, 22nd June;—Keelung 20th June, Gen.—D. & Co., Ltd.  
Childar, Nor. s.s., 1,107, H. Nielsen, 22nd June;—Bangkok 15th June; Gen.—N. Y. K.  
Haiching, Br. s.s., 1,267, A. E. Hodgins, 22nd June;—Fochow 19th June, Amoy 20th, and Swatow 21st, Gen.—D. L. & Co.  
Hermann Lerche, Russian s.s., 1,871, Oshing, 21st June;—Shanghai 18th June, Tea.—B. & Co.  
Clearances at the Harbour Office.

Maefoo, for Shanghai.  
Thalnia, for Java.  
Yuenfong, for Manila.  
Tatken Maru, for Kuchinotzu.  
Shahyken, for Saigon.  
Merrill, for Amoy.  
Pingyue, for Shanghai.

## Departures.

June 22.  
Sardinia, for Shanghai.  
Pek, for Hainan.  
Dagmar, for Bangkok.  
Loy, for Bangkok.  
Loy, for Nantun Island.  
Prament, for Bangkok.  
Kuangshah, for Canton.  
Hupah, for Canton.  
Hongkong, for Hainan.  
Mordkap, for Yokohama.  
Carl Dietrichsen, for Hainan.  
Yuenfong, for Manila.  
Maefoo, for Shanghai.  
Appalache, for San Francisco.

## Passengers arrived.

Per *Hongkwan* from Singapore—1,049 Chinese.  
Per *Taming* from Manila—Mr. and Mrs. Cadevallader, Misses J. J. Venut, Matie Saunders, Messrs. Hopkins, A. Ritchie, A. R. Bond, L. Chubaux, 53 Chinese, and 2 Japanese.  
Per *Haiching*, from Canton—Mr. R. J. Young, Miss Ching, Mrs. W. C. Pasmore, Miss Young Ping, Fan Ching Po, Mr. and Mrs. Soon Num, and 155 Chinese.

## Passengers departed.

Per *Sydlia*, from Hongkong for Shanghai—Mrs. Weisberg, Mr. and Mrs. Marcus, Messrs. de Cruz, Farias, Ph. Johnke, A. M. Silva, Tommen, Mrs. and Miss Xavier, Mr. P. Bieder and party, Mr. Beck and party, and Misses Siqueira (8). For Nagasaki—Mrs. Gashy, and Mrs. Abe. For Kobe—Messrs. Leung Kai Kee and Asaba. For Yokohama—Messrs. F. Wilson, F. Muller, E. Amiel, W. G. Chan, Wong Wing Fat, and Mrs. Witou.

## Shipping Reports.

Str. *Tientsin* from Saigon:—Light SE. winds, and fine clear weather.  
Str. *Hatching* from Coast Ports:—Moderate SW. monsoon and fine weather.  
Str. *Hong Wan* from Singapore:—Strong winds, squally, and heavy rain throughout.  
Str. *Childar* from Bangkok:—3 steamers were seen standing on shore near Kulao Rai Light.

## Vessels in Port.

STEAMERS.  
Aldershol, Br. s.s., 1,354, W. W. Adam, 6th June;—Saigon 1st June, Rice.—D. & Co., Ltd.  
Apenrade, Ger. s.s., 611, H. N. Gonsard, 20th June;—Pakhoi 18th June, and Hainan 19th, Gen.—J. & Co.  
Athenian, Br. s.s., 3,883, A. O. Cooper, 13th June;—Vancouver, B.C., 14th May, and Shanghai 9th June, Gen.—C. P. R. Co.  
Benary, Br. s.s., 2,510, Sarcher, 21st June;—London via Singapore 15th June, Gen.—G. L. & Co.  
Borussia, Ger. s.s., 6,693, Ph. Hahn, 15th June;—Hamburg 10th May, Gen.—H. A. L.  
Cairo, Nor. s.s., 1,381, J. Larsen, 14th June;—Saigon 10th June, Rice.—Angard, Thoresen & Co.  
Daigi Maru, J. p. s.s., 1,558, S. Yamai, 20th June;—Swatow 19th June, Gen.—O. S. K.  
Daphne, Ger. s.s., 1,229, E. Schipper, 19th June;—Swatow 18th June, Ballast.—H. A. L.  
Decaden, Br. s.s., 4,475, M. H. F. Jackson, 19th June;—Shanghai via Fochow 14th June, Gen.—B. & C.  
Doric, Br. s.s., 4,975, H. Smith, 16th June;—San Francisco and Manila 14th June, Mail and Gen.—O. & O. S. Co.  
Fiume, Ger. s.s., 838, R. Wegner, 10th June;—Hon Kobe Bay, 14th June, Salt.—S. W. & Co.  
Germania, Ger. s.s., 1,714, H. Lorenzen, 17th June;—Saigon 13th June, Rice.—J. & Co.

Hans Wagner, Ger. s.s., 654, J. Kagemann, 20th June;—Saigon 15th June, Rice.—L. W. & Co.  
Herald, Nor. s.s., 764, T. Johnson, 16th June;—Hainan 13th June, Gen.—A. R. M.  
Hford, Br. s.s., 2,750, T. G. McKechnie, 16th June;—Mojil 15th May, Coal.—D. & Co., Ltd.  
Hidravili, Br. s.s., 3,768, S. Collington, 19th June;—Durban 24th May, Ballast.—G. L. & Co.  
Johanne, Ger. s.s., 657, Island, 19th June;—Bangkok 13th June, Rice.—J. & Co.  
Jura, Br. s.s., 2,397, R. Parker, 15th June;—Cardiff 18th April, Fuel and Coal.—Admiralty.  
Karia, Br. s.s., 698, G. Peiterson, 8th June;—Canton 7th June, Gen.—Angard, Thoresen & Co.  
Korat, Ger. s.s., 1,258, W. Hubner, 16th June;—Bangkok 10th June, Rice.—M. & Co.  
Kwchow, Br. s.s., 1,215, Hooker, 21st June;—Canton 20th June, Gen.—B. & S.  
Maachuria, Am. s.s., 8,750, J. W. Saunders, 21st June;—San Francisco 25th May, and Shanghai 18th June, Mail and Gen.—P. M. S. S. Co.  
Manung, Br. s.s., 1,644, R. Houghton, 17th June;—Saadkan 11th June, Gen.—J. M. & Co.  
Merapi, Dut. s.s., 1,557, E. Eldal, 16th June;—Charon via Singapore 10th June, Sugar.—Kin Yee Loong & Co.  
Mercedes, Br. s.s., 3,500, J. S. McGregor, 12th June;—Hainan (Chusan) 8th June, Naval Stores.—Admiralty.  
Neil MacLeod, Am. s.s., 901, E. Corral, 10th June;—Manila 16th June, Ballast.—Barretto & Co.  
N. S. de Rosario, 715, M. Lopez Blanco, 12th June;—Manila 9th June, Ballast.—Barretto & Co.  
Onsang, Br. s.s., 1,787, D. Christie, 12th June;—Canton 27th May, Coal.—M. & Co.  
Petrarca, Br. s.s., 1,557, R. Hatje, 12th June;—Saigon 7th June, Gen.—B. & C.  
Ping Suet, Br. s.s., 6,457, E. Warrall, 21st June;—Liverpool via Pons 12th May, Gen.—B. & S.  
Produce, Nor. s.s., 743, E. Winans, 20th June;—Saigon 10th June, Rice and Fish.—Angard, Thoresen & Co.  
Providence, Nor. s.s., 693, Skarebo, 16th June;—Saigon 12th June, Rice.—Chinese.  
Quang, Br. s.s., 1,855, H. Madam, 16th June;—Mojil 10th June, Coal.—S. W. & Co.  
Rajaburi, Ger. s.s., 1,189, O. Koch, 17th June;—Swatow 16th June, Rice and Timber.—B. & S.  
Rajah, Ger. s.s., 1,400, C. Wolf, 20th June;—Bangkok 11th June, Rice and Meal.—Yuen Fat Hong.  
Rubi, Br. s.s., 1,617, R. W. Almond, 18th June;—Manila 16th June, Gen.—S. T. & Co.  
Shimoda Maru, J. p. s.s., 2,567, V. Chao, 16th June;—Shanghai 13th June, Flour, Opium, Gen.—N. Y. K.  
Sparach, Ger. s.s., 900, Lombard, 11th June;—Hainan 9th June, Gen.—J. & Co.  
Sumatra, Ger. s.s., 1,84, C. Nauer, 14th June;—Herbertshöhe, Bismark Nord. 23rd May, Gen.—M. & Co.  
Suisang, Br. s.s., 1,776, G. A. Mitchell, 19th June;—Onsant and Straits 22nd June, Gen.—J. & Co.  
Taikosen Maru, J. p. s.s., 1,997, T. Oja, 20th June;—Kuchinotzu 15th June, Coal.—M. B. K.  
Taiwan, Br. s.s., 1,040, J. A. Martin, 17th June;—Bangkok 11th June, Rice.—Chinese.  
Uniform, Nor. s.s., 2,293, O. Olsen, 15th June;—Mojil 8th June, Coal.—Order.  
Zoroaster, Br. s.s., 2,335, J. Ewan, 15th June;—Mojil 9th June, Coal.—B. & C.  
Z. Y. de Aldecoa, Am. s.s., 1,250, F. Xandino, 15th June;—Manila 12th June, Ballast.—Barretto & Co.

## Steamers Expected.

Vessels	From	Agents	Date
Chiung	Manila	B. & S.	June 23
Yunnan	Singapore	W. M.	June 24
Gregory Apar	Singapore	D. S. & Co.	June 24
P. Waldemar	Kuchinotzu	M. & Co.	June 24
Glenhurst	Singapore	M. G. & G.	June 25
Inaba Maru	Japan	N. Y. K.	June 25
Montague	Japan	C. P. R. Co.	June 27
Lahang	Singapore	M. & Co.	June 27
Yamaguchi	Japan	M. & Co.	June 29
Tachii	Bombay	C. & Co.	July 6

## DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Vessels	At Kowloon Dock	At Whampoa Dock
Alta	20.00	20.00
H.M.S. Moonchen	20.00	20.00
H.M.S. Thistle	20.00	20.00
On Sang	20.00	20.00
Totti	20.00	20.00
Apenrade	20.00	20.00
Daphne	20.00	20.00

## Ships Passed The Canal.

11 May—*Amelia*, Palma, Pelau, Prupun, Para, Saxon, Talamach, Banavon. 5th May—*Ajias*, Baworlich, Oceanus, Verona, Sileia, (Gen.) *Prins Regent*, Luitpold, 15th May, Rhenania. 8th May—*Stadler*, Dier, Malpi, Radnau, Nela, Swanley, Java. 15th May—*Benaldi*, Diodon, Shimura, Macduff. 16th May—*Bingo*, Maru, Pairodu, Tounau, Necker, *Prins Eitel*, Friedrich, 22nd May—*Argemmon*, Dinary. 25th May—*Binglo*, Ernest Simoni, Glentworth, Ping Suet, Sardinia. 29th May—*Kintuck*, Yarra, Senjambia. 1st June—*Hudson*, Mackan, Sackin, Seclora, Ternak, Laiton. 5th June—*Kowach*, Maru, Spikah, 9th June—*Irak*, *Manila*, *Danfa*, *Polynesian*, *Longest*, *Sania*. 12th June—*Bayern*, *Barlarie*, *Banawis*, *Nubia*, *Atlyanas*, *Ballerophon*, 15th June—*Armand*, *Bahic*, *Polypheum*, *Prins Heinrich*, *Awa Maru*, *Atoll*, *Chazer*, *Larrie*, 19th June—*Indramayo*, *Monmouthshire*, *Sunha*, *Isiria*, *Sepolia*, *Orator*, *Urmston*, *Grange*. Arrivals at Home—1st May—*Glantrae*, St. George. 5th May—*Austria*, *Haraleng*, *Bayern*. 8th May—*Roths*. 31st May—*Palpa*. 14th May—*Korona*. 15th May—*Benjotia*, *Talamach*. 17th May—*Pira*, *Benjotia*, *Armand*, *Bahic*, *Sileia*, (Gen.) *Prins Regent*, Luitpold. 22nd May—*Achilles*, *Barn Balfour*. 25th May—*Argos*, *Prins Eitel*, *Friedrich*. 26th May—*Java*. 29th May—*Dionet*, *Ernest Simoni*, *Radnau*, *Thira*. 1st June—*Nicker*, *Yeddo*, *Bundel*. 5th June—*Madison*, *Parla*, *Verona*, *Bingo*, *Maru*. 9th June—*Argemmon*, *Kintuck*, *Shimura*, *Kowach*, *Maru*. 12th June—*Senjambia*, *Polynesian*, 15th June—*Sachun*. 15th June—*Socotra*. 19th June—*Longest*, *Binglo*, *Sackin*. 22nd June—*Manila*.

## Post Office.

A Mail will close for:—  
Manila—Per *Rubi*, 23rd June, 11 A.M.  
Swatow, Weihaiwei, Tientsin, Chefoo and Tientsin—Per *Kewichow*, 23rd June, 11 A.M.  
Manila—Per *Wray Castle*, 23rd June, 11 A.M.  
Macao—Per *Hongkwan*, 23rd June, 2.15 P.M.  
Swatow, Chefoo and Tientsin—Per *Ching-shing*, 23rd June, 3 P.M.  
Swatow, Amoy and Tamsui—Per *Daigai Maru*, 23rd June, 3 P.M.  
Amoy—Per *Hongkwan*, 23rd June, 3 P.M.  
Amoy and Fochow—Per *Hatching*, 23rd June, 3 P.M.  
Swatow, Amoy and Tamsui—Per *Haiman*, 24th June, 9 A.M.  
Nagasaki and Vladivostok—Per *Daphne*, 24th June, 11 A.M.  
Singapore, Penang and Calcutta—Per *Suisang*, 25th June, 2 P.M.  
Keelung, Shanghai, Moji, Yokohama, Victoria, B.C., and Seattle, Wash.—Per *Shikano Maru*, 25th June, 3 P.M.  
Ningpo and Shanghai—Per *Hupah*, 25th June, 3 P.M.  
Manila, Simponhafen, Fr. Wilhelmshafen, Herbertshöhe, Matupi, Brisbane, Sydney and Melbourne—Per *Prins Waldemar*, 26th June, 10 A.M.  
Bangkok—Per *Korat*, 26th June, 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doria*, 26th June, 10 A.M.  
Europe, &c., India, via Taitcorin—Per *Oceanic*, 26th June, 1 A.M.  
Macao—Per *Hongkwan*, 26th June, 12.15 P.M.  
Manila—Per *Taming*, 26th June, 3 P.M.  
Ningpo and Shanghai—Per *Shanai*, 26th June, 3 P.M.  
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Athenian*, 27th June, 11 A.M.  
Macao—Per *Hongkwan*, 27th June, 12.15 P.M.  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chang-sha*, 27th June, 3 P.M.  
Bangkok—Per *Korat*, 28th June, 11 A.M.  
Swatow, Amoy and Fochow—Per *Sackin*, 28th June, 3 P.M.  
Sandakan—Per *Mausang*, 29th June, 5 A.M.  
Manila—Per *Zaffre*, 30th June, 10 A.M.  
Europe, &c., India, via Taitcorin—Per *Arcadia*, 30th June, 11 A.M.  
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Australia*, 30th June, 11 A.M.  
Europe, &c., India, via Taitcorin—Per *Zieten*, 1st July, 11 A.M.  
Europe, &c., India, via Taitcorin—Per *Tourane*, 1st July, 11 A.M.  
Europe, &c., India, via Taitcorin—Per *Reon*, 1st July, 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—  
Postal Guides, each ..... 30 cents.  
Parcel Post Tariff, each ..... 30 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nanning, Sanbue, Koonlong, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

CHINA COAST METEOROLOGICAL REGISTER. June 22nd, 1906, a.m.

Bar.	Th.	Hum.	Wind.	Wv.
29.88	80	74	WNW	1 b
29.85	80	74	WNW	2 cv
29.82	80	74	WNW	



## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "OCEANIC."

Captain Courlet, will be despatched for MARSEILLES on TUESDAY, the 26th June, at 1 P.M.

This Steamer connects at Colombo with the Australian line, a.s. Sydney bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Europe also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TOURANE ..... 10th July.  
S.S. TONKIN ..... 24th July.  
S.S. ARMAND BEHC ..... 7th August.  
S.S. ERNEST SIMONS ..... 21st August.  
S.S. POLYNESIE ..... 4th September.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 13th June, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
EGYPT AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

## The Steamship

"ARCADIA"  
Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT, on SATURDAY, the 30th June, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th June, 1906.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Lyra	4,417	G. V. Williams	3rd July
Shawmut	9,666	E. V. Roberts	27th July
Tremont	9,666	T. W. Garlick	22nd Aug.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.  
The twin-screw s.s. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 26th May, 1906.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"WRAY CASTLE"	23rd June.
"LOWTHER CASTLE"	15th July.
"SAINT EGBERT"	To follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 20th June, 1906.

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS  
AND DEALERS in Ladies' and  
Children's Underwear, Silk, Pongee, Grass-  
cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-  
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

## MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY  
FRESH MUTTON and BEEF, at  
Moderate Prices.

Should patrons find any Meat supplied not  
to be fresh, full price will be refunded on  
return of the Meat to the Stall.

TUNG WING,  
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

WHISKY, FINE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

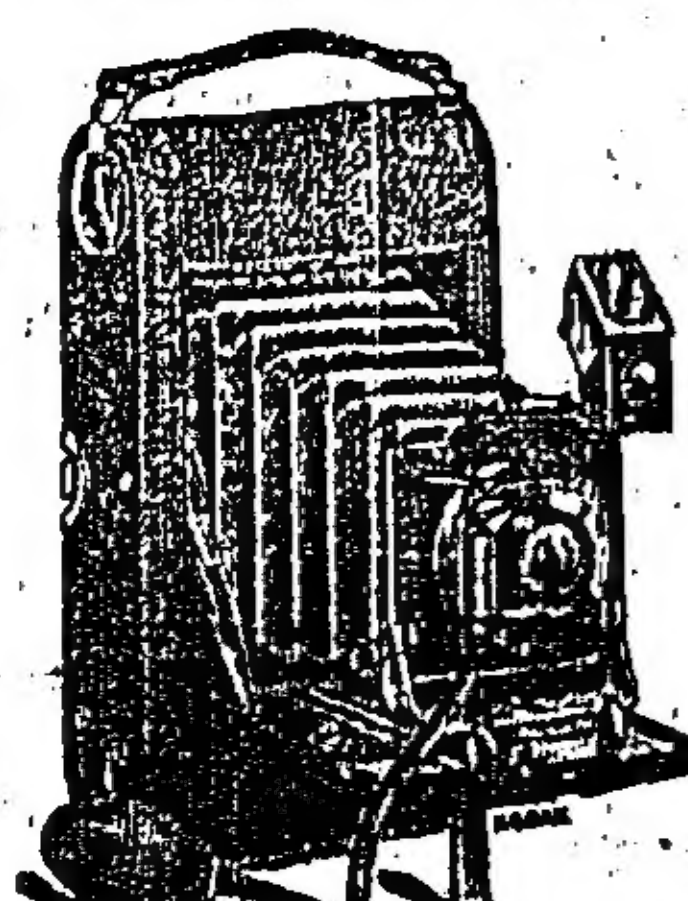
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.



DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1906.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	1125	1125	£1,000,000 \$9,500,000 £210,000 \$1,735,000	\$1,699,777	{£1 15/- div. and £1 bonus @ ex. 2/9/16 } =\$26.87 for 2nd half-year 1905.....	5 1/2 %	{ \$815 buyers London £92 \$38
National Bank of China, Limited	99,925	£7	£65	\$1,600,000 \$147,895	\$74,099	\$2 for 1904	5 1/2 %	\$352 1/2 sellers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	£250	\$50	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$2,000,000 £40,000 \$31,131 \$1,135,844 \$159,279 \$800,000 \$61,278 \$15,527	\$2,722,271	Interim div. of 13/4 for 1905	4 1/2 %	\$810
Union Insurance Society of Canton, Limited	10,000	£250	\$100	\$1,000,000 £20,000 \$1,020,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
Yangtze Insurance Association, Limited	8,000	£100	\$50	\$1,000,000 £20,000 \$1,020,000	\$344,058	\$6 for 1904	7 %	\$85
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 £20,000 \$1,020,000	\$422,618	\$25 for 1904	8 %	\$305 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	\$50	\$1,000,000 £20,000 \$1,020,000	\$16,563	\$1 1/2 for 1905	7 1/2 %	\$20
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$20,000 £400,000 \$80,000 \$1,000,000 £20,000 \$1,020,000	Nil	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 £20,000 \$1,020,000	\$12,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$25 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 £20,000 \$1,020,000	\$4,435	12/- @ 1/10 = \$6.20, 5/- for 1904	8 1/2 %	\$77
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 £20,000 \$1,020,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000 £20,000 \$1,020,000	\$107,815	Final Tls. 14 making Tls. 3 1/2 for 1905	7 1/2 %	Tls. 51 buyers
Do. (Preference)	100,000	£1	£1	\$1,000,000 £20,000 \$1,020,000	\$218	1/- (Coupon No. 6) for 1905	4 %	27/-
Shell Transport and Trading Company, Limited	1,000,000	\$10	\$10	\$1,000,000 £20,000 \$1,020,000	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %	\$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 £20,000 \$1,020,000	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,000,000 £20,000 \$1,020,000	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$160
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 £20,000 \$1,020,000	\$132,588	\$3 for 1897	...	\$20 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 £20,000 \$1,020,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 105 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 £20,000 \$1,020,000	...	...	...	...
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 £20,000 \$1,020,000	£13,355	1/- (No. 6) interim div. for 12 months ending 31.12.05	7 %	Tls. 9.80 sellers
Oriental Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	\$1,000,000 £20,000 \$1,020,000	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
1 sub Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000 £20,000 \$1,020,000	£4,873	No. 12 of 1/- = 48 cents	...	\$3 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 £20,000 \$1,020,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000 £20,000 \$1,020,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$102
Hon. long and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 £20,000 \$1,020,000	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$155 sellers
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$1,000,000 £20,000 \$1,020,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 £20,000 \$1,020,000	Tls. 34,024	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 114 sellers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000 £20,000 \$1,020,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000 £20,000 \$1,020,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 £20,000 \$1,020,000	none	First year	8 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	\$1,000,000 £20,000 \$1,020,000	\$14,516	\$2 1/2 for year ending 30.6.1905	13 1/2 %	\$18 buyers
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000 £20,000 \$1,020,000	\$4,719	\$2.40 on \$12 for 1905	...	\$18 sales
Do. (new issue)	24,000	\$15	\$15	\$1,000,000 £20,000 \$1,020,000	none	7 % on \$1 for 1905	...	\$15 sales
Do. (Founders)	123	\$15	\$15	\$1,000,000 £20,000 \$1,020,000	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 £20,000 \$1,020,000	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 £20,000 \$1,020,000	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$118
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,000,000 £20,000 \$1,020,000	Tls. 1,935	Final of 6 % = 10 % for 1905	13 1/2 %	Tls. 15
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000 £20,000 \$1,020,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 £20,000 \$1,020,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 £20,000 \$1,020,000	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	\$1,000,000 £20,000 \$1,020,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 £20,000 \$1,020,000	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 £20,000 \$1,020,000	Tls. 45,939	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 £20,000 \$1,020,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 £20,000 \$1,020,000	Tls. 18,718	3 % a/c 1898	...	Tls. 61 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 £20,000 \$1,020,000	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 70 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 £20,000 \$1,020,000	Tls. 18,456	Tls. 25 for 1905	8 %	Tls. 310 sellers
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000 £20,000 \$1,020,000	\$1,066	\$7 for 1905	9 1/2 %	\$90 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 £20,000 \$1,020,000	£814	1/3 per share for 1905	9 1/2 %	\$7 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 £20,000 \$1,020,000	\$9,000	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 £20,000 \$1,020,000	Nil	\$1 for 1904	...	\$